

# INLAND



# SEAS

QUARTERLY BULLETIN OF THE  
GREAT LAKES HISTORICAL SOCIETY

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# *Inland Seas*



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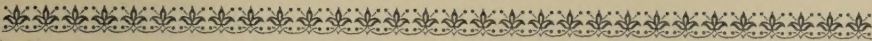
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# *United States - Canadian Treaties Affecting Great Lakes Commerce and Navigation\**

By GILBERT R. JOHNSON

## PART I

**I**N INTERNATIONAL LAW, it is generally recognized that the territory of a nation includes a belt of the sea along her coast. The United States and England observe a width of three miles. Historians say that the breadth of territorial waters was originally determined by the range of a cannon. A nation was permitted to claim as part of her territory that width of water along her seacoast through which the cannon fire would carry. (That early definition of territorial waters has not kept pace with modern heavy guns.) It is not considered an act of war for a nation to fire upon a foreign ship which, without permission, enters her territorial waters.

No rule of territorial waters is observed on the Great Lakes. By various treaties dating back to the founding of the nations, the waters of the Great Lakes are regarded as the territory of the United States and Canada. Generally speaking, the international boundary line passes through the middle of Lakes Superior, Huron, Erie and Ontario, and through the middle of the connecting rivers. The waters on the American side of the boundary are United States territory; those on the Canadian side are Canadian territory.

Like the owner of land, a nation may exclude foreign ships from her territorial waters. In the exercise of her sovereign powers, a nation may define the conditions under which ships may enter her waters. However, the international boundary is no impediment to navigation on the Great Lakes. Neither country polices her waters to exclude ships of the other. Neither country maintains warships in her waters. No tolls are imposed by either country upon the

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\* Address given at the annual meeting of the Great Lakes Historical Society at Cleveland, May 22, 1947.



ships of the other. Even the great Welland and St. Marys Falls Canals are used without tolls.

Unlike some boundary waters, such as the Danube River, which is governed by an international commission composed of non-bordering as well as bordering countries, sovereignty and control over the Great Lakes rest exclusively with the two bordering countries. Two great nations use those waters in the movement of their commerce. Friendly relations of almost a century and a half duration with mutual trust and sound treaties explain the freedom which the ships of one country enjoy in the waters of the other.

The lesson of history is that wars and treaties of peace are often the seeds of future wars. In the use and development of the Great Lakes since the War of 1812, the United States and Canada have carved in history an exception to the common observation that enemies of war perpetuate their differences. However, it was the experience of that war which persuaded both nations that naval disarmament may deter the waging of war. It was the treaty of peace made after the war which laid the foundation for the mutual enjoyment and development by the two bordering countries of a great natural resource to a degree and in a manner unprecedented and unequalled in world history.

In 1817 Great Britain agreed that the naval strength of each country should be limited:

On Lake Ontario to one vessel not exceeding one hundred tons burthen and armed with one eighteen-pound cannon.

On the upper Lakes to two vessels not exceeding like burthen each and armed with like force.

On the waters of Lake Champlain to one vessel not exceeding like burthen and armed with like force.<sup>1</sup>

It was also agreed "that all other armed vessels on these lakes shall be forthwith dismantled, and that no other vessel of war shall be built or armed."<sup>2</sup>

The Senate of the United States gave its approval to the agreement reached between the two countries and on April 28, 1818, President James Monroe proclaimed that the arrangement for naval disarmament on the Great Lakes was in full force.

Of the general terms of the Treaty of Ghent, which concluded the War of 1812, one historian says that it was "a strange document." There was no disposition of the disputes which had brought

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1. Note from His Majesty's Minister at Washington to the United States Secretary of State, April 28, 1817.

2. Ibid.

on the war. In substance, the treaty "was nothing more than a declaration of peace, with all controversial points left undecided."<sup>3</sup> Thus after agreeing to naval disarmament on the Great Lakes, the two nations resolved that those waters should forever be used and developed as highways of commerce. Within a very short time there began the formulation of a series of navigation treaties. The significance of those treaties becomes manifest upon reference to the manner in which the ships of one country in their normal trades use the waters of the other.

In the ordinary course of a voyage from Oswego to Duluth, an American ship passes through some 235 miles of Canadian waters and she must use the Canadian Welland Canal. In the ordinary course of a voyage from Toronto to Fort William-Port Arthur, a Canadian ship traverses some 540 miles of United States waters. Larger Canadian ships must use the American St. Mary's Falls Canal in reaching Lake Superior. For the American ship, the distance in Canadian waters is about twenty-one per cent of the total mileage; for the Canadian ship, the distance in United States waters is about fifty-seven per cent. For both ships there is substantial mileage in the connecting rivers where, at one moment, the ships are in the waters of one country and the next in waters of the other. Indeed, there are many places where the ship's port side is on one side of the boundary and her starboard side is on the other.

Contrast this freedom of navigation with last year's incident of the United States transport plane which, on a flight from Vienna to Udine, a town in northern Italy, flew over Yugoslavia. Guns of the latter country opened fire and the plane made a crash landing. Yugoslavia claimed that according to international law she was within her rights in firing upon a foreign plane trespassing over her territory. The United States considered it to be an act of hostility to fire upon a friendly nation's plane which had strayed during a storm from its charted course.

The treaties of navigation and commerce between the United States and Canada affecting the Great Lakes have been developed on an evolutionary basis. Concessions by one country to the other were the foundations around which cooperative action was constructed. The scope of the first treaty was limited to certain waters through which the international boundary passed. The next step broadened the liberties to meet the demands of commerce. Finally, the boundary line was virtually removed for navigation purposes, so that for

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3. Woodward, W. E. *A new American History*, 1938, p. 338.



more than a quarter century all British (Canadian) and United States ships have used freely the waters of the other country.

The Treaty of 1842 provided, among other things, that

The Channels of the River St. Lawrence on both sides of the Long Sault Islands and of Barnhart Island, the channels in the River Detroit, on both sides of Island Bois Blanc, and between that island and both Canadian and American shores, and all the several channels and passages between the various islands lying near the junction of the River St. Clair with the lake of that name, shall be equally free and open to the ships, vessels, and boats of both countries.<sup>4</sup>

The language of this treaty indicates that in those early days ships navigating the Detroit River passed to both sides of Bois Blanc (Bob-Lo) Island. Amherstburg and Livingstone Channels, which are discussed later, are seemingly nothing more than great improvements upon the water trails blazed by canoes and sloops of a former time.

On December 9, 1850, Great Britain ceded Horseshoe Reef to the United States. Horseshoe Reef lies in the upper reaches of the Niagara River at the lower end of the present inner breakwater at the north entrance to Buffalo Harbor. Apparently, at that time the boundary line left the reef in Canadian waters. Since then, the boundary has been re-established outside the reef so that now it lies in United States waters.

The transfer occurred during a conference held in London. Participants were Abbott Lawrence, United States Ambassador to London, and Viscount Palmerston, Queen Victoria's Principal Secretary of State for Foreign Affairs. They agreed that the commerce of the Great Lakes required protection from the hazards of navigation in lower Lake Erie and that the United States should construct a lighthouse on Horseshoe Reef for the use of the ships of both nations. The conveyance was completed through the issuance of a memorandum or protocol of the conference which the representatives of both countries signed and which read:

Mr. Lawrence stated that he was instructed by his Government to call the attention of the British Government to the dangers to which the important commerce of the Great Lakes of the interior of America, and more particularly that concentrating at the town of Buffalo, near the entrance of the Niagara River from Lake Erie, and that passing through the Welland canal, is exposed from the want of a lighthouse near the outlet of Lake Erie. Mr. Lawrence stated that the current of the Niagara River is at that spot very strong, and increases in rapidity as the river approaches the falls; and as that part of the river is necessarily used for the pur-

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4. Treaty of 1842, Article VII.



pose of a harbour, the Congress of the United States, in order to guard against the danger arising from the rapidity of the current, and from other local causes, made an appropriation for the construction of a lighthouse at the outlet of the lake, but, on a local survey being made, it was found that the most eligible site for the erection of the lighthouse was a reef known by the name of 'Horseshoe Reef,' which is within the dominion of Her Britannic Majesty; and Mr. Lawrence was therefore instructed by the Government of the United States to ask whether the Government of her Britannic Majesty will cede to the United States the Horseshoe Reef, or such part thereof as may be necessary for the purpose of erecting a lighthouse, and, if not, whether the British Government will itself erect and maintain a lighthouse on the said reef.

Viscount Palmerston stated to Mr. Lawrence in reply that Her Majesty's Government concurs in opinion with the Government of the United States, that the proposed lighthouse would be of great advantage to all vessels navigating the lakes; and that Her Majesty's Government is prepared to advise Her Majesty to cede to the United States such portion of the Horseshoe Reef as may be found requisite for the intended lighthouse, provided the Government of the United States will engage to erect such lighthouse, and to maintain a light therein; and provided no fortification be erected on the said reef.

Mr. Lawrence and Viscount Palmerston, on the part of their respective Governments, accordingly agreed that the British Crown should make this cession, and that the United States should accept it, on the above-mentioned conditions.<sup>5</sup>

The next treaty dealt with waters which lay exclusively in the territory of one country. By the Treaty of 1872, Great Britain gave United States ships the right to navigate the St. Lawrence River from the place "where it ceases to form the boundary between the two countries, from, to and into the sea . . ." <sup>6</sup> The United States gave British ships the right to navigate Lake Michigan. <sup>7</sup>

(This article will be continued in the next issue of INLAND SEAS.)

5. Protocol of Conference between Great Britain and United States respecting Cession of Horseshoe Reef, December 9, 1850.

6. Treaty of 1872, Article XXVI.

7. Treaty of 1872, Article XXVIII.

## *The Wood Burners*

By GEORGE A. WATERBURY

**M**Y EXPERIENCE with woodburning boats on the Lakes goes back some sixty years. Before that there were the "36 Lakes Tugs" on the Detroit and St. Clair Rivers, which had their best days during the 1860's and 1870's. They were what is called "open built tugs." When cord wood was getting scarce in the latter part of the '70's, these tugs were housed in forward, and their engines, all of them of the "high pressure" type, were compounded with attached airpumps and condensers. After the changes were completed, it made about a fifty per cent cut in fuel. Then the tugs began to burn coal, until about 1883, when they went out of commission as the steam barges cut into their business by towing the schooners. The finishing of the new Welland Canal about 1883 marked the end of the traffic through the old canal. There the old locks allowed boats 126 feet long, 26 feet beam, 10 feet draft. The new canal put all the old canal-size steam barges, schooners and passenger propellers out of business. A larger class of steamers went through the new canal, which allowed a boat 264 feet long, 47 feet beam and 14 feet draft.

About this time lumber took a boom in Michigan. The lumbermen bought up the old canalers, converted the schooners into towbarges, and the passenger propellers into steam barges. They would tow a string of four or five of the converted schooners. All were carrying lumber from Saginaw, Bay City and Alpena to the lower lakes, and on the Lake Michigan east shore from Manistee, Ludington, Kentwater, Muskegon and Grand Haven to Chicago, Milwaukee and other west shore ports.

In the Lake Michigan trade the steam barges burned pine slabs, which are the first cut of a log and are in four-foot lengths. A number of the barges on the Lake Huron side burned slabs, but the majority burned coal as it took less fuel and they wanted all the room for lumber. I have seen the time when I was sailing from Manistee and other places that, in the mills, they would not bother to saw a 16 by 18 inch log, but would let it go adrift down the river and out into the lake, to be blown on the beach. At that time their saws took a  $\frac{3}{8}$  inch cut, which made a large waste in lumber. This kind of service



continued until the lumber supply began to dwindle. The mills then discontinued their circular saws with the  $\frac{3}{8}$  inch cut, and replaced them with band saws, thus giving them from two to four extra boards from each log. Next they started to make lath and shingle bolts, thus cutting down the thickness of the slabs for fuel. Finally, when lumber got scarce, many mills started to salvage the logs on the beach, bring them to the mill and saw them up.

Then lumber came to an end, disposing of the boats. Many were burned or sunk to get some insurance, which put an end to a prosperous time while it lasted. A good many owners built larger wooden steamers until 1877. These were about all the wooden steamers built, as it was hard to get good oak timber from Kentucky, where most of the best timber came from.

As to wood docks. When I was second engineer on the *Garden City*, one of the old Welland-size passenger propellers and one of the twenty-one propellers of the old Northern Transportation Company steamers which used to run from Chicago to Ogdensburg, New York, calling at intermediate ports, they all burned cord wood, generally four-foot maple wood. These wood docks were located along the St. Lawrence River. Ogdensburg was about sixty miles from Lake Ontario and opposite Prescott in Canada, and five miles from the Galop rapids, where the first St. Lawrence lock is situated, the first of twenty-six locks to Montreal. The current at the rapids was thirteen miles per hour. These wood docks were mostly on the Canadian side. They were owned by farmers and were out in the river, having about twelve feet of water at the end. Some docks would have three and four piles of cord wood, piled eight feet high and extending back up the bank. The rows of wood would be separated, and the watchman's shanty would be back of the last row of wood. Those large river tugs would sneak up the river, tie up to the dock, then put on a couple of cords of wood, which was easily piled up alongside of the cabin (that was before the tugs were housed in), then start on and do the same trick again, all unbeknown to the man taking care of the wood (perhaps he would be asleep in his shanty). Many a cord of wood was stolen in this manner, and the poor farmer would be short.

On Lake Huron they sometimes took wood up in Alpena, False Presque Isle, where we got birch wood. This wood burned quickly without much heat, but a fire of good maple wood would burn about two hours. Then they would wood up again at Roger City in the Straits of Mackinac, and again at Beaver Island on Lake Michigan. That would take the steamer to Chicago and back to Ludington. They would stop at the same wood docks on the return trip. They

were fine boats, carrying about a hundred passengers and about 20,000 bushels of wheat, a big difference from nowadays, when they come down with nearly 600,000 bushels.

After the lumber trade had its day, almost all the old lumber "hookers," as they were called by the sailors, and the sailing vessels disappeared when the steam barges came into use. Some of the largest vessels were cut down and towed by the barges, the tugs went to the "bone yard," having seen their best days. They put in a fine appearance when they came out in the spring of the year, freshly painted and polished. They were speedy, many of them being able to make seventeen and eighteen miles per hour. Later on we would meet a tug in the Straits and have them ask if we had overtaken any schooners. If so, they would go after them. I have seen one of the tugs in Lake Michigan near Manitou Island. It would tow even one boat through to Lake Erie for the regular tow bill.

These notes will, I hope, answer some of the questions often asked about the old-time wood burners of the lakes.

## *Casa Cox\**

*By* CLARENCE ALVA POWELL

The heron rises, blue-bird in the mind  
And flies, the spirit flies with emerald  
Desire into the place behind the heart  
Enthralled, that solitary part of you;  
A sleeping round or two upon the clocks  
Of leisure mark the hour as tranquil dawn  
Envelopes Casa Cox: awake, you sleepers!

Hear the trumpet, red-bird in the blood  
And flame, a rising sun of true endeavor  
In the morning, inner flood of dreaming  
Never stilled, and commerce seeming dead;  
A wishing island in the conscience rocks  
The gentlest sea, and purest halcyon  
Is Casa Cox . . . arise, you fishermen!

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\* A small island in Mitchell's Bay, five miles off the Canadian Shore near Wallaceburg, Canada, not far from the famed St. Anne's Club. Named for its owner James Cox, a former Ohioan and a nephew of Senator James A. Cox.



## On Manitoulin Island

By WALLACE J. BAKER, SR.

*The fate of the Griffin has long held fascination for Great Lakes men with an exploring turn of mind and many expeditions to find possible remains of the wreck have been undertaken. Some have been scientific researches such as that of Commander E. F. McDonald of Chicago and some have been those of adventurous young men like those in the following story. Whether or not Mr. Baker may have found an authentic fragment of the Griffin, as he sincerely believes, the editors of INLAND SEAS believe you will enjoy the excitement of the boys' search as recorded in this delightful narrative.*

—The Editor.

THE WATERS OF MELDRUM BAY spread out before a timbered hill on whose slopes rests a typical Canadian village consisting of a store and about a dozen houses scattered along and above a gravel road half-way up the hill. At the water line stands an ice house and out into the bay reaches a short wooden dock with a gas pump for the convenience of the launches and motor boats.

I inquired of the genial, elderly storekeeper as to what information he had concerning LaSalle's lost ship, the *Griffin*. "Our local historian and the man you want to see about that ship is W. C. Steele," he answered. No sooner had he mentioned his name than Mr. Steele himself came in the door. The storekeeper introduced him to all of us, my son, Chuckie Baker, John Richardson, Dick Gazley, Ky Lewis and myself. We met a gray haired, elderly man, tanned with over sixty years of living and working on the island. He had become very much interested in the story of the ship and was quite eager to talk to us. We told him the storekeeper had related that he had a sack of bones of the original crew, together with a piece of the ship. Mr. Steele replied that he did, but he guessed he had given away most of the bones. We accompanied him up the hill to a little house where he tried to unlock the front door with a key borrowed from the storekeeper. The storekeeper seemed to have the keys to everyone's home in his cash box. However, the key did not fit, and Mr. Steele would not accept the offer of the boys to climb up to the second story window and open up the house. Instead, he suggested that we go down to the dock and eat our lunch while he went back to the cottage to get his piece of the *Griffin* and the

proper key to his little house in the village where he kept the sack of bones.

No sooner had we finished our lunch than Mr. Steele's red truck appeared over the hill and stopped by the ice house. We hurried from the dock and looked in the back of the truck. Sure enough, when Mr. Steele thrust his long arm into the burlap bag and pulled it out, he was holding some ribs, some arm bones, some shin bones and pieces of vertebrae. All of these bones were those of large men.

"LaSalle, as you know, in order to impress the Indians, took only sailors for his crew who were six feet or more in height. Try measuring some of these bones with your own," he suggested.

We laid the arm bones up along our own. They were all an inch or two longer than any of ours, including Mr. Steele's. Mr. Steele then showed us a five-foot piece of wood about twelve to fourteen inches square, containing some old spikes and one large bolt. He said he had gotten the wood from the keel of the *Griffin* about twenty-five or thirty years ago and at about the same time had picked up the bones from the five skeletons lying in a cave about two or three miles east of the lighthouse. Setting down the bag of bones, he sent the boys down to the blacksmith's shop with the piece of wood with orders that the blacksmith should knock out a spike. On their return, Mr. Steele gave each of the boys a piece of bone and to myself a vertebra and a spike which the blacksmith had pulled out of the wood. When the blacksmith pulled out the spike, he also broke some of the wood, and each of the boys got a small piece. Mr. Steele explained to the boys that this chunk of wood he had was from the keel. He pointed out the indentations about two inches deep and six to eight inches across where the ribs of the ship had been placed upon the keel. In answer to the boys' eager queries about how to get to the wreck and the caves, he gave explicit directions.

We then set off in the car and drove as far as we could through woods and cow pastures until finally the road became impassable from rocks and water filled holes. We abandoned the car and kept along a trail marked with both bear and deer tracks until we came to the lighthouse. The lighthouse literally burst out on us as we emerged from the woods. A tall white building surmounted by a typical tower with a glass dome and rail stood perched high on a rocky ledge. Next to it and almost equal in size stood the fog horn house looking like a gigantic white music box with a big horn protruding from the front. We introduced ourselves to the assistant lighthouse keeper, Jim (James Van Every), who was cleaning his gun



outside the door. We then went inside to meet the lighthouse keeper, D. Sullivan, his wife, and the first little addition to the family, who was lying on a blanket on the kitchen floor. The lighthouse keeper said that he had lived there some thirty-five to forty years; that he had often climbed over the wreck of the *Griffin* and had burned it many times to obtain lead for bullets and weights for his fish nets. LaSalle's ship was caulked entirely with lead and so far as is known, he related, it was the only ship so caulked. He told how the Indians came down year after year to the wreck for the same purpose. The boys asked him if any of the wreck still lay on the ledge. He came out from the lighthouse and pointed about three or four miles down the beach where a great jumble of gigantic rocks lay on the point of a promontory. "There," he exclaimed, "you will find whatever is left of the wreck and the caves in which the skeletons of the crew had lain for many years. A severe storm took the wreck out of sight about three or four years ago, and since then nothing has been seen of it."

He related how two men had lost their anchor right opposite the lighthouse. In trying to raise the anchor, they had brought to the surface of the water a brass cannon. However, unable to pull it any further, they had to let it go and the cannon slipped away from them. After taking all of us through the lighthouse and explaining all the functions of the light to the boys, he asked Jim if he would not like to take the boys up to the promontory in the lifeguard boat. Jim figured that inasmuch as he had not been up there since he had found a skeleton there some years ago, he would like to see the place again. He loaded his gun, saying he thought he might catch a bear, and then decided it was too hot to shoot and put the gun back in its rack.

With the lighthouse keeper's assistance, we launched the big lifeguard boat and rowed over the clearest water I have ever seen to the promontory. The sun beat hot on our head and shoulders but illuminated rocks and formations twenty-five to thirty feet below the water as plainly as though the water was only a foot deep. "Too cold to swim in and too hot to drink," was Jim's comment on the water. On the way, Jim pointed out to the boys the reefs on which the *Griffin* was wrecked, over 250 years ago, and related stories of other ships which had foundered in similar ways at this point.

"Did you notice the deer tracks and bear tracks as you came up the trail?" asked Jim. "Yesterday, I saw a deer with two fawn scampering about their mother, spotted, two feet high and not over half a day old."

The lifeboat was a heavy one to row. Eight men usually handle the oars. Dick, who was doing the rowing, kept looking over his shoulder to see how close we were getting to the promontory. At Jim's suggestion we beached the boat about two miles from the promontory.

"Now you boys get hold and bring this boat way up on the beach. Storms come up sudden here and we can't afford to lose government property." The boys pulled and tugged. Johnny Richardson conceived the idea of putting a log under the boat and then it rolled up without much effort. We all turned towards the promontory and started walking down the beach. Jim was right in regard to other wrecks. The boys found numerous pieces, large and small, of other ships. All of them, however, were of pine or other similar wood.

"You have to find white oak," said Jim, "if you are going to find a piece of the original *Griffin*." The boys knew this, as they had studied up on the history of the boat before the trip was taken. Mr. Steele had also reminded the boys that the entire hull had been built of white oak obtained from Cayuga Creek near Buffalo.

The oldest man in the party was Jim, about sixty-five, his skin well tanned by constant exposure, his body in strong physical condition from regular outdoor work, and his hair thick, but slightly gray. The youngest of the party was Chuckie Baker, just ready to enter Junior High School. Neither Jim nor Chuckie had any difficulty climbing the huge rocks and descending their smooth sides. Neither one became tired nor panted heavily from the exertion.

The two mile trip up the beach took about a half hour. Climbing over three hundred yards of boulders took almost an hour. At times we had to take to the bush when the rocks were too large or too steep to surmount.

"Now," said Jim, "right to the left side was where the old hulk lay for many years. As a boy I swam around it, dived from it, and burned it for lead for bullets and weights for fishing nets." Then he turned his back on the water and looked up into the thick bush arising on a steep cliff.

"Up there, boys, you will find the caves where the skeletons came from."

"Let's go," exclaimed Ky, and followed by the rest of the boys, he started up through the bush.

To get anywhere, we had to push through heavy underbrush, grab hold of roots or limbs to pull ourselves up over ledges, and make our way around rocks which had broken from the face of the cliff and which were too high to climb over. About fifty yards up,



Jim cried out, "There they are." He pointed to some gigantic rocks which formed a "V," the edges of several rocks coming together at the top like playing cards stacked in the form of a tepee, the entrance facing the cliff. Chuckie went around and climbed through one of the fissures with his flashlight. "The cave is small, you can hardly stand up," Chuckie called out. Jim took us around to the opposite side of this rock formation. Chuckie's head just then emerged from a crevice beside us. "Right there," said Jim, "is where I found a skeleton, lying flat on the ground. He didn't have a mark on him. Every bone was in place. He was a big fellow, all right."

"Let's pry around a little," urged Dick, as he started to dig by a big boulder. With Ky's assistance, they rolled the boulder over.

"I don't think you will find anything," remarked Jim, "as we went back a number of times to dig up all the small bones that were left."

"Is this where they found the other five skeletons?" asked John. "No," answered Jim, "the other five skeletons lay in a cave like this a little to the west and a little farther up the cliff. Those skeletons were found just a little before I found the skeleton here."

While the boys were excavating and digging around, John sat quietly trying to reconstruct in his mind the scene that had occurred there in 1680. The little sixty foot ship was being rapidly driven towards the great rocks by waves breaking hard against the face of the cliffs and covering the big boulders beneath them. The two masts were down and the remnants of the square sails were dragging in the water.

With the flashes of lightning, he could see the crew struggling to hang on to the remnant of the high forecastle as the bow of the ship would rise from the crest of the great waves. He could see the atheist Lucas waving his arms and shouting defiance to God and to the storm. He could see the men once cast ashore crawling up the cliff and lying down exhausted in the caves to die without ever seeing the storm subside and the wreck of the ship sleeping against the great rocks.

After searching about a while, we slid, crawled and scrambled back to the rocks. Again we started climbing and carefully edging down the big boulders until we came around the end of the promontory. John stood on the beach watching us.

"Where have you been?" exclaimed Ky.

"I have just been up the cliff a way to see if I could find any more caves, but I didn't see any," said John.

The water rippled quietly up on the beach as we sat and looked

out to where the old hulk had rested. The boys started working among the big timbers strewn along the beach. Chuckie started down the beach with a burn piece of wood about five feet long, in fact about the same height as himself. I protested against lugging such dirty timber home, telling him we would have to carry it some six or eight miles and that it would dirty up the car. Chuckie persisted, saying, "I know this is a piece of the *Griffin*. Ky Lewis has a spike from it." "Chuckie, you just can't have it," I ordered. Just then Jim came up. "You got it, boys," he cried out very excitedly, "a sure piece of the old *Griffin*; white oak, all right. Look where the ribs have rested on this part of the keel. See how the Indians have burnt the wood to get out the old lead caulking."

After a hike back, we re-launched the lifeguard boat and returned to the lighthouse. The lighthouse keeper made a thorough examination of the piece and pronounced it undoubtedly a piece from the hull of the old *Griffin*. He and the assistant lighthouse keeper gave us a written certificate of authenticity reading as follows:

August 9, 1947

Lighthouse at Mississagi Straits, Canada.

The undersigned D. N. Sullivan, Lighthouse keeper, and James Every, assistant Lighthouse Keeper, state that we have lived in this vicinity over 35 years. that we are thoroly familiar with the ship *Griffin* owned by LaSalle and wrecked on the western shore of Manitoulin Island; that we saw the bottom of the ship many times; that we are familiar with the wood and iron of the ship; that we have carefully examined the piece brought to us on the above date by Chuckie Baker, John Richardson, Ky Lewis, Dick Gazley and Wallace J. Baker, Sr., and in our opinion this piece of wood came from the original ship the *Griffin*. The hull was burnt about twenty five years ago.

(Signed) D. N. Sullivan  
James Van Every

Mr. Sullivan then described how an old fashioned gold watch chain, hanging on the branch of a tree, led to the discovery of the skeletons. The men who had stumbled upon the watch chain also found the old French watch lying beside one of the skeletons with a handful of French coins of the proper period, together with the skeletons of five extraordinarily large men.

"For a long time," broke in Jim, "I carried one of those skulls on top of the cabin of my fishing boat. Finally, a storm tossed the boat around so that I lost the skull in Meldrum Bay and never bothered to fish it up again."

We made a long hike back to the car, Ky Lewis manfully doing most of the carrying of the piece of the *Griffin*. We then drove over a long, rough road until we came to Mr. Steele's cottage. Fortu-

nately, we found him working on his boat. He took the piece of wood that we had brought, compared it with his own and compared the spikes with his.

"In my opinion there is no question but what you have a piece of the old *Griffin* here. In fact, I think this piece is the one I left in the sand many years ago when I broke my piece off." After spending some more time examining the piece and cutting into it, he gave us a letter as follows:

August 9, 1947

Bass Lake, Meldrum Bay, Canada.

I, W. C. Steele, state that I have lived here about 54 years; that I have visited the wreck of the ship *Griffin* many times; that I am familiar with the wood and iron in said vessel; that I have thoroly examined the piece shown me this day by Chuckie Baker, John Richardson, Ky Lewis, Dick Gazley and Wallace J. Baker, Sr. and I believe it to be a piece of the original ship *Griffin*. I have given the above persons bones and to Mr. W. J. Baker a spike also, the bones being from the skeletons of the crew and the spike from the hull of the *Griffin*.

(Signed) W. C. Steele

Who can say that the piece of wood the boys discovered August 9th, 1947, is not part of the keel of the old *Griffin*? All the evidence points to the fact that the *Griffin* was wrecked at this point near Meldrum Bay, not far from the lighthouse. The Indians and the other inhabitants feel little doubt about the truth of the story. Let any other city on the Great Lakes which lays claim to having the hull of the *Griffin* prove differently and show that they have the hull of the original ship. The inhabitants of Manitoulin Island will challenge any such statement.

On their return to Cleveland, the boys submitted the bones to the Medical School of Western Reserve University and obtained the following report:

Western Reserve University, Cleveland, Ohio  
August 28, 1947.

Gentlemen:

The bones, one vertebra and rib, submitted to me on August 27th, 1947, for examination, were found to be human. The bones were of an adult male and appeared to be of white stock origin.

The vertebra is a second lumbar; the rib is a third, right side.

The bones appear to have been exposed to all elements of weather owing to the lightness in weight and in color. (All organic material absent.) The brownish deposit on the vertebra is some form of algal.

(Signed) Raymond S. Baby,  
Department of Anatomy, W. R. U.



# *Horace Greeley at the Northwestern River and Harbor Convention, 1847\**

By MENTOR L. WILLIAMS

ONE OF THE IMPORTANT TASKS confronting American historians is the preparation of a complete and authentic account of the story of "internal improvements." The constitutional, political, and economic aspects of the struggle to fix responsibility for the development of trade, commerce, and navigation facilities upon the federal government have been presented in fragments only. It is a job for a team of authorities working in cooperation; no one man can undertake it unless he possesses an extraordinarily long lifeline. The role of Horace Greeley alone in that account would constitute a major chapter. An attempt is made in the following pages to describe and summarize Greeley's part in one of the more significant episodes in the battle for internal improvements—the Northwestern River and Harbor Convention at Chicago, July 5-7, 1847.

The River and Harbor Appropriations Bill prepared by the Twenty-ninth Congress called for an outlay of \$1,378,000 for the development of lake and river transportation. Lighthouses were to be erected, channel markers and buoys placed, harbors dredged and made safe by piers and breakwaters, snags and sandbars removed from navigable rivers, locks constructed around falls, and dredge boats built and manned. Sums of money for these purposes had been provided, often lavishly, in other years for improving and protecting the means of commerce on coastal and inland waters: \$660,000 in 1828, \$679,000 in 1833, \$1,171,000 in 1836, \$1,556,000 in 1838, \$655,000 in 1844. John Quincy Adams, Jackson, Van Buren, and Tyler had all seen, or had been required by political expediency to see, the desirability of such expenditures. It was otherwise with James K. Polk. He had vetoed the bill on August 3, 1846.

In so doing Polk had dashed the hopes of thousands of politicians, engineers, contractors, laborers, boat owners, investors, promoters,

\* The second of a series on Horace Greeley's career in the lake country. The first appeared in *INLAND SEAS*, July, 1947, pp. 137-142.

traders, exporters, importers, 'merchants, brokers, and farmers who had expected to profit from this particular appropriation, the largest since 1838. A flagging economy—low prices, bank failures, repudiations of state debts—needed some pump-priming to put it on its feet again. Throughout the middle west there was a cry for relief. Improve the waterways so that freight and insurance rates could be lowered, thus stimulating the movement of exportable commodities, providing a profit to merchants and farmers, and increasing a market for fabricated goods to be brought in over the same media of transport. The executive disapproval denied \$75,000 to Hudson River, \$77,000 to Lake Ontario, \$162,000 to Lake Erie, \$40,000 to the St. Clair Flats, \$160,000 to Lake Michigan improvement projects.

Polk's veto was accompanied by a stinging rebuke based on strict constructionist scruples. Salient points in the message were:

The Constitution has not, in my judgment, conferred upon the Federal Government the power to construct works of internal improvement within the States, or to appropriate money from the treasury for that purpose . . .

If an enlargement of the powers of the Federal Government should be deemed proper . . . appeal to the States and the people in the mode prescribed by the Constitution [for a constitutional amendment]. . . Some of the objects of appropriation contained in this bill are local in their character, and lie within the limits of a single State; and though in the language of the bill they are called *harbors*, they are not connected with foreign commerce, nor are they places of refuge or shelter for our navy or commercial marine on the ocean or lake shores. To call the mouth of a creek or a shallow inlet on our coasts a harbor, cannot confer the authority to expend the public money in its improvement . . .

It will engender sectional feelings and prejudices . . . destroy the harmony which should prevail in our legislative councils . . . produce combinations of local and sectional interests . . . and cannot fail to lead to wasteful and extravagant expenditures . . .

It is unjust to those States which have with their own means constructed their own internal improvements, to make from the common treasury appropriations for similar improvements in other States . . .

It appropriates between one and two millions of dollars for objects which are of no pressing necessity, and this is proposed at a time when the country is engaged in a foreign war . . .

It would seem to be wise, too, to abstain from such expenditure with a view to avoid the accumulation of a large public debt, the existence of which would be opposed to the interest of our people, as well as to the genius of our free institutions.

This veto and the stand of the Democratic Party, which it represented, called forth loud protests from Whigs and a few internal

improvement Democrats like John Wentworth of Chicago. Something had to be done to counteract the Locofoco trend and that something would have to be both dramatic and forceful. A huge popular rally was the answer. The embattled improvement men would see to it that the entire nation heard their answer and their challenge. The result was the Northwestern River and Harbor Convention, the largest mass meeting of its kind up to that time.

Of those who were instrumental in bringing this convention about, none was more tireless than Horace Greeley. For weeks in advance the New York *Tribune* plugged steadily for the internal improvement cause; it high-lighted every expression of favorable opinion; it reported extensively every local meeting for the selection of delegates; it urged all loyal supporters to sacrifice time, comfort, and expense to make the journey to Chicago. Other journals were enthusiastic also. Thurlow Weed's *Albany Journal* and J. H. Buckingham's *Boston Courier* pushed the cause vigorously.

All eyes were turned toward the Northwest in 1847. Not only was there need for improvement of rivers and harbors in that region; there was also need to repair political fences in Ohio and Illinois. Copper and iron were the talk of the upper lakes. The building of railroads to the West with its wealth of agricultural products and, just beyond, the treasures of Cathay were in the dreams of everyone. Also there was land, boundless tracts of fertile farm lands and numberless sites for conceived but unborn towns. The Convention drew, magnet-like, politicians (both front and back stage varieties), potential and actual investors in mining properties, real estate speculators, and promoters of railroads. It was the biggest and boom-ingest collection of powerful personalities yet assembled. The results of bringing so many important personages together can never be estimated, but Greeley felt and understood the nature of those results: prosperity, expanded commerce, growth of the West, new political alignments.

Greeley, himself, headed the New York City contingent. He set out for the West a whole month in advance of the convention, the better to acquaint himself and his public with the actual need for safer navigation facilities on the Great Lakes. His letters to the *Tribune* were front page material; they contained statistical data on the lake commerce, on wrecks and loss of life; they described inadequate harbors; they poked fun at every opportunity at James K. Polk and the slavery dominated Locofocos.\*

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\* See "Horace Greeley tours the Great Lakes," in *INLAND SEAS*, July, 1947, pp. 137-142.



Upon arriving in Chicago on the *Oregon* at sunrise, July 4th, he at once plunged into the business of the convention that was to begin the next day. Though he does not tell what he did that day (the actual celebration of the Fourth of July was postponed to coincide with the opening of the Convention the morning of the fifth), we can well imagine the bustling little editor caucusing with all the "name" personages to make certain that there would be no hitches in the proceedings of the assembly, that John C. Spencer would draw up the right type of resolutions, that other editors were on their toes or toeing the Whig line. It is unlikely that he got much rest that night, even though he did have a comfortable bed to sleep in—something that hundreds of the twenty thousand who had descended on Chicago's sixteen thousand residents certainly did not have. At any rate, the Convention had hardly got under way the next day before there came calls from all over the pavilion (which seated between three and four thousand) for "Horace Greeley! Horace Greeley!" Modesty prevented him from reporting that event in the *Tribune*, but other papers told the story and reported his speech.

Like every good stump speaker, he achieved his initial laugh by announcing that he was glad to be at a meeting that was not governed by party but by principles. Then, after a careful analysis of the problem, he launched into his peroration, basing his figures of eloquence on his hatred of the Mexican War:

Internal Improvement is to me the cause of Human Progress and of advancing civilization. I turn coldly and sadly from the records of victories won over routed armies and shattered nations; I sicken at the spectacle of slaughtered thousands and pyramids of human bones; my heart responds rather to the victories of Man over Nature—of Beneficence over rugged Obstacle and blind Obstruction. In the monuments to such victories—in the Erie Canal, the Western Railroad, the Delaware Breakwater—I feel a patriotic interest, a grateful pride—and not merely a patriotic pride only, in the narrow sense; for I rejoice also in that magnificent monument of victory the Welland Canal, vanquishing one of the most stubborn obstacles ever interposed by Nature to the progress of commerce. In these tearless victories whose fruits are not devastation and slaughter, ashes and ruins, but beauty and bounty, beneficence and joy, I feel the interest of a patriot and a man. I trust that these trophies will soon chequer our whole land and overtop its mountains—that they will be planted all over our Lakes and Rivers, on the seaboard and the North, on the St. Clair Flats and at the Sault St. Marie.\*

Throughout the business sessions of the Convention one can detect the hand of Greeley. Though he did not often appear in the fore, he

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\* Chicago *Western Citizen*, July 13, 1847.

was always ready to act when the occasion required it. For example, when John Biddle (Michigan) presented the report of the Rules Committee, J. Y. Scammon of Chicago moved that the report be laid on the table and printed. Such disposition would have prevented debate on a most important proposal: that an Executive Committee be appointed to prepare a memorial to Congress embracing the views and purposes of the Convention, to collect statistical information on the trade and commerce of the lakes and rivers to be incorporated in the memorial, to appoint a sub-committee to attend the next session of Congress and present the memorial in person, to call another Convention at a later date to report progress or failure and causes for such failure in order that more efficient action might be taken if "deemed necessary to command success."

This instruction, had it been laid on the table, would have been honored only in the breach, and Greeley wanted action, Whig action. He was on his feet at once with a motion to divide the question. After some debate, Scammon withdrew his motion and the Rules Committee's report was taken up item by item. The questionable proposition was furiously debated several times thereafter and was eventually toned down so that the Executive Committee would present a memorial containing those facts "calculated to enforce the views of the Convention." There was no suggestion of punitive action in the final version. Greeley was a fighter and he thought such a body should use its pressure to the full. He condemned the labored and studious attempt to avoid party as neither just nor honest. "Let every tub stand on its own bottom," he wrote; the Whig party had plenty of bottom.

Greeley's reports of the daily sessions of the Convention to the *Tribune* were informative and critical. A curt note from Lewis Cass to the effect that he could not attend drew from Greeley the biting comment that the "expression of sentiment . . . was by no means flattering to General Cass." Abraham Lincoln, Illinois' only Whig Congressman, who was called on to answer the remarks of Dudley Field (a New York Polk man who had argued for strict construction of the Constitution), was characterized by Greeley as a "tall specimen of an Illinoian" who "spoke briefly and happily in reply to Mr. Field." Efforts to place the Pacific Railroad and free navigation of the St. Lawrence before the Convention were checked, he said, in order to preserve unity of purpose and harmony. Greeley, himself, was not yet committed to railroad schemes. He was partial to water routes.

In his letter of July 8th, the day after the Convention, he analyzed

the positions taken by three leading Democrats. Cass, who had refused either to attend the meeting or give it his blessing, he accused of playing for the presidency by way of the slave-power wing of the Democratic Party. "Did mortal man ever before see such a letter from one who is by position and was by profession friendly to the objects of this Convention?" Silas Wright, Governor of New York, had written a letter to be read at the Convention which represented the compromising wing of the Locofocos. Greeley's comment was typically Whiggish:

Governor Wright is careful to tell us that he has a deep local interest on the right side of the Improvement question, and he is very careful also to exhibit his fears that too much will be done in the way of improving Rivers and Harbors . . .

But look at Governor Wright's timidly suggested limitation to River Improvements. They must be confined to Rivers and parts of Rivers whereon Commerce already exists, and not extended to those previously unsusceptible of Navigation.

Dudley Field "in the same mistaken spirit" had contended that the Illinois River could not be improved because it ran through only one state. Then, Greeley replied, "A River may be wholly in one State, yet its navigation be immensely important to a dozen—as the Hudson, for example—while another may run through two or more States, yet its navigation be far less important to any or to all." He concluded: "I must close abruptly. Will not each considerate reader follow out this train of thought suggested and draw the fitting conclusions?"

Thus had met, deliberated, harmonized, acted and separated, one of the most important and interesting Conventions ever held in this country. It was truly characterized as a Congress of freemen, destitute indeed of pay or mileage, but in all else inferior to no deliberative body which has assembled within twenty years. Can we doubt that its benefits will be most beneficent and enduring?

Long after the delegates had returned to their homes Greeley kept the objects of the Convention before the public. Letters to the Convention by friends of improvement (Reverdy Johnson, Washington Hunt, Daniel Webster) were printed in full for the readers of the *Tribune*. Articles from the Democratic press were reprinted and refuted. He even wrote a long article for De Bow's *Commercial Review* on the purposes and accomplishments of the Convention. There was an election coming up in 1848 and Greeley did not intend that either the candidates or the public should forget the momentous issue of river and lake improvement.



# History of Shipping at Mount Clemens

By NORBERT NEFF

## PART II

THE EARLIEST LARGE CRAFT were sail-propelled, being scow-schooners or schooners, sloops or ketches, the latter being very rare. The later schooners were definitely improved as to lines and rig, many being three-masters and with finely modeled hulls compared with the earlier ships. As the later development of steam-driven vessels came into use, the earlier schooners were frequently cut down and used as tow-barges, and many schooner-barges were also built to be used as consorts for the towing steamers.

The available records which list the ships built in the general area show to a certain extent the trend toward larger and steam-powered vessels. Extracts from these scant records are copied herewith as follows:

TYPE	NAME	BUILT BY	TON	YEAR BUILT
Scow-schooner	<i>Harriet</i>	Saunders	68	1858
	<i>Sunshine</i>	Dupre	115	1856
	<i>Union</i>	Saunders	46	1862
	<i>Emily</i>	Saunders	120	1864
	<i>J. A. Saunders</i>	Saunders	66	1865
Schooner	<i>Sea Bird</i>	Saunders	56	1862-5
Scow-schooner	<i>M. Wilcox</i>	Saunders	70	1867
	<i>Starlight</i>	Saunders	30	1869
Steamer	<i>Ida</i>	Saunders	57	1872
	<i>T. W. Snook</i>	Leighton	168	1873
	<i>Morning Star</i>	Howell	65	1874
Steamer renamed	<i>Lewis Gilbert</i>	Saunders	92	1876
	<i>R. A. Seymour</i>			1881
Steamer	<i>City of Mount</i>	Charbideaux	85	1880
	<i>Clemens (1st)</i>			
	<i>Wm. Randolph</i>	Hall and Kent	268	1881
Schooner later (Steamer)	<i>Virginia</i>	Daly & Company	509	1881
	<i>Thomas D. Stimson</i>			1887
Steamer later	<i>R. McDonald</i>	Dufrise	341	1881
	<i>Ida M. Torrent</i>			1883
Steamer	<i>Handy Boy</i>	LaPrice	136	1883
Schooner Barge	<i>Eleanor</i>	Stewart	421	1885

TYPE	NAME	BUILT BY	TON	YEAR BUILT
Steamer	<i>Atlantis</i>	J. Rhodes	107	1887
	<i>Lily</i>	Geo. Wardell	104	1889
	<i>Mineral City</i>		57	1895
	<i>City of Mount</i>		133	1884
	<i>Clemens (2nd)</i>			

(All of the foregoing were built at New Baltimore).

Steamer	<i>H. C. Schnoor</i>	L. C. Rogers	414	1874
	<i>J. S. Ruby</i>	Friend	128	1881
	<i>Hattie</i>	Friend	66	1882
Scow-schooner	<i>Alvina</i>		52	1871
	<i>Eugene</i>		40	1865
	<i>St. Catherine</i>		33	1870

(All of the foregoing were built at Fair Haven).

Schooner	<i>Waterloo</i>		63	1834
	<i>Wave</i>		44	1835
Sloop	<i>Democrat</i>		20	1835
Schooner	<i>Ocean</i>		44	1836
Schooner	<i>Betsy</i>		29	1842
	<i>Hunter</i>		18	1842
	<i>Eagle</i>		37	1842
	<i>St. Clair</i>		35	1845
	<i>Fair Trader</i>		38	1848
Scow-schooner	<i>Deer</i>		48	1849
Schooner	<i>Anna</i>		48	1852
Scow-schooner	<i>J. P. Chapin</i>	R. H. Chapin	160	1858
Schooner	<i>Rosa</i>	Rose	33	1863
Scow-schooner	<i>Louisa</i>		31	1866
	<i>Josephine</i>	Rose	26	1866
	<i>Elizabeth</i>	J. Miller	23	1866
	<i>Rosa Ann</i>		39	1867
	<i>Red Bird</i>		19	1870
Steamer	<i>Bessie</i>	Harriman	89	1880

(All of the above were built at Swan Creek).

On the four following ships the records are in disagreement as to where built:

*M. Wilcox*

Listed as built in Harrison, Michigan, also in Mount Clemens — 1867.

*Starlight*

Listed as built in Erin, also in Mount Clemens — 1869.

*Mary Hattie*

Listed as built in New Liverpool, also in New Baltimore — 1866.

*St. Stephen*

Listed as built in Swan Creek, also in New Baltimore — 1867-8.

The following ships were built in the Captain William Dulac Shipyard:

TYPE	NAME	TON	YEAR BUILT
Schooner Barge	<i>Jeanette</i> (or <i>Jennette</i> )	329	1881
Tug	<i>Elmer</i>	31	1882
Schooner	<i>Nellie</i> (later rebuilt into a passenger steamer)	143	1882 1886
Steamer	<i>A. Weston</i>	511	1882
	<i>Canisteo</i>	595	1886
Schooner Barge	<i>Annabell Wilson</i>	490	1887
	<i>Aloha</i>	522	1888
Steamer	<i>F. R. Buell</i>	1438	1888
Schooner Barge	<i>A. Stewart</i>	533	1889
	<i>Benjamin Harrison</i>	538	1889
	<i>J. B. Lozen</i>	565	1890
Steamer	<i>Byron Whitaker</i>	1404	1890
	<i>Norwalk</i>	1007	1891

The *Norwalk*, launched as the last large craft built by anyone in the Clinton River, had her boilers and engines installed at the Dulac yard. She drew too much water for the existing stage of the river and was more than three weeks getting down the river and into deep water in Lake St. Clair. In addition to the help of the tugs, it was necessary to dredge several places along the river to enable the *Norwalk* to get out into the lake.

Captain Dulac was also interested in shipping, having an interest in several lake lines. He was at the head of the Tonawanda Barge Line for a while, and several of the ships he built in Mount Clemens were owned by this line. At various times the following vessels were owned by it:

STEAMERS		BARGES	
<i>Norwalk</i>	<i>F. R. Buell</i>	<i>A. Stewart</i>	<i>Fulton</i>
<i>A. Weston</i>	<i>Alleghany</i>	<i>Elvira</i>	<i>S. B. Pomeroy</i>
<i>Charles A. Street</i>	<i>Canisteo</i>	<i>J. B. Lozen</i>	<i>Jeanette</i>
		<i>William B. Ogden</i>	<i>Transfer</i>
		<i>Eugenia Vesta</i>	<i>Eleanor</i>
		<i>Jeremiah Godfrey</i>	

The T. B. L. boats were painted black, and carried the letters: "T. B. L." painted on their bows in red letters trimmed with green. They traded in the coal and lumber ports principally, and the steamers towed two and sometimes three barges. A couple of the steamers made salt water trips on occasion. This line passed out of



active trade about 1915. Of its later steamers, the *Canisteo*, built by Dulac in Mount Clemens, was very well known around Detroit, and finished its days as a sand and gravel carrier just a few years ago.

While the Dulac yard built the largest ships launched in the Clinton River, and while Captain Dulac's interests were wide-spread, the amount of tonnage carried in and out of the river by his predecessors among the earlier builders and shippers should not be overlooked. For instance, a report compiled by an engineer in the employ of the United States Government showed that in 1834 the exports from the river amounted to 42,000 tons, and this was quoted as an average annual figure.

Shipbuilding in the Clinton River was given a certain impetus by the tonnage necessitated by the advent of the salt industry which started in the early 1860's. Though short lived, it created a demand for small ships to trade into lake ports from the Clinton, bringing back lumber and other products as a return load.

Early prospectors who were drilling for oil, struck a brine pocket or stratum, and the contents appeared to be sufficiently salt-containing to be capable of commercial development if worked economically. On January 31, 1865, the Mount Clemens Salt Company was formed and flourished for several years. Thus the river enjoyed a brief spell of prosperity. However, it was fairly short lived, for the brine content gave way to another component and the project was finally given up as a commercial venture. The wells, shafts and brine tanks on the well-towers are left standing.

Some time after, a certain old Frenchman, something of a local character, who lived nearby, turned out into pasture an old white horse which had become badly lamed and was unfit for work. Some time elapsed during which, in the heat of the day, the old horse would seek the shade found under the iron brine tanks. In the course of time, and because of his incessant stamping to rid himself from the attention of the flies, his feet formed depressions or puddles under the tanks into which the leaking briny water would flow; much of it was evil-smelling and had caused the abandonment of the salt rendering project.

One day, so runs the story, the old Frenchman was amazed to see his old abandoned cripple galloping around the fields like a young colt. His astonishment gave way to curiosity as to the reason for the newly found limberness of limb, and thus was discovered the healing qualities of the miracle waters of Mount Clemens. He related his discovery to a certain Mr. Kellogg, the manager of a local flour mill. Kellogg had been afflicted with rheumatism and a cer-

tain ailment affecting the skin, had made several sea voyages and was familiar with the curative value of salt water. He secured a few pails of the briny water and quietly experimented with it. His condition improved to the extent that he was prompted to build a sort of tub near one of the wells, wherein he bathed frequently. In a short time he was completely cured of his ailment.

Thus began the era of the commercial development of the highly curative, though evil-smelling waters found in Mount Clemens. Beginning with the Avery and Grand Central Hotels and Baths in 1873, the next two decades saw the establishment of many such spas. The news of the marvelous healing qualities of the waters spread and people flocked from literally all over the world to the baths of Mount Clemens. It is stated that certain of the larger hotels such as the Park and others built in the period, required up to nine ship loads of lumber in their construction.

Bear in mind that at this time there were no good roads as we know them now. Neither were there any interurban electric cars. The only link Mount Clemens had with the outside world, other than ordinary roads, was by the early steam railroad to Detroit and Port Huron and by boat. Small wonder, then, that the newly found industry started an era of shipbuilding as well as hotel building to carry and house the travelers who patronized the mineral baths in the "Mineral" or "Bath" City.

Most of the passenger ships running to and from Mount Clemens were small, shallow-draft vessels, usually side-wheelers. A few were propellers and not many of them carried more than two or three hundred passengers, although Albert Tucker, Jr., and Peter Haller, who reside in Mount Clemens, recall that the *Ivanhoe* is said to have carried some nine hundred passengers on certain excursions.

Just below Mount Clemens south of Huron Point was a resort called Lakeside. It had a long pier running out into Lake St. Clair some fifteen hundred feet and was frequently the destination of large parties, who arrived there aboard private yachts or the steam passenger craft out of Mount Clemens and Detroit. The two big hotels were famous for shore dinners and served a sumptuous meal consisting of fish, frog legs and chicken, with all the trimmings, for an average of a dollar per plate. Later, beginning about 1895, the Detroit, Lake Shore and Mount Clemens electric interurban railroad had its power house and terminus there, connecting with the railroad at Mount Clemens. The passenger ships soon declined as a result of the competition offered by the new and fast interurban cars.

Among the Dulac enterprises was their interest in the small passenger ships which ran to Detroit, Wyandotte, Chatham, Algonac, Port Huron, New Baltimore and other nearby ports. Possibly the best known of these craft were the *Mineral City*, *Mascotte*, *Ivanhoe*, *Bath City* and *Mary*, all of which made more or less regular runs into Mount Clemens. The *Mineral City* was frequently used for towing and would sometimes deliver newly launched ships to Detroit, where the boilers and engines would be installed. On one such occasion (in 1890) the *Mineral City* in command of young Captain Bert Dulac, son of the shipbuilder, undertook to tow the newly launched barge *J. B. Lozen* to Detroit. As was frequently the case it had a good deal of trouble because of the low water in the Clinton River, then being dredged to an eight-foot stage. The *Lozen* became hard aground and the *Mineral City*, being unable to move it, returned to Mount Clemens, where, because of a machinery breakdown, the dredge was not working. Captain Dulac requested the dredge tug, which was in charge of Captain B. E. West, to assist him in freeing the *Lozen*, which was accomplished in short order. It was decided to have the West tug go to Detroit with the *Lozen*, the *Mineral City* towing also. On the return trip the next day, the elder Dulac, being pleased at getting the *Lozen* out of difficulty, promised a barrel of beer to the skipper and crew of the first tug to dock at his shipyard in Mount Clemens.

The race was on. Captain West knew that his tug was faster in the deep water in the lake, but was dubious about the result in the event the *Mineral City* got ahead of him in the shallow Clinton River. He talked over the matter with his engineer, Fred Pringle, who was not adverse either to drinking beer as a pastime or carrying steam as a profession. The West tug made the river ahead of the *Mineral City* and the latter could not dodge ahead of Captain West in the river. The two tug crews shared the beer, with much more added by the shipbuilders as a celebration. Incidentally, the course of the Clinton River was changed by dredging just about this time, 1890-91, almost at the Dulac yard and near the present sugar plant.

The Clinton area had its share of "characters" who sailed upon it. Peter Haller, who still resides in Mount Clemens, recalls the overly-superstitious engineer, Matt Lozen, who, having been summoned to Detroit to meet a big steamer in need of an engineer, discovered the day to be Friday, the 13th. He promptly took up station in a water front bar, remaining there "with suitable refreshments" until twelve midnight ushered in Saturday, the 14th, the



steamer having docked to wait his coming aboard. Captain Reuben Burr was another salty character who sailed the Clinton, as was "Greasy Bill" Pringle, a well-known engineer who sailed for years locally.

Certain members of the Sears family could generally be found among the crew members of the ships in the Clinton. In the nineties, when the fast little barge *Lily* was on the coal run to Toledo, it was customary to unload at the electric company plant just west of the Crocker Boulevard Bridge. Then the *Lily* would turn around, run down stream about a mile to her owners' dock, the Tucker Coal Yard, where the crew would rejoin her and whence she would depart. A certain Sears, having been paid at the unloading point, refreshed himself liberally on the way to the Tucker dock. His wife, an extremely ample woman, met him with the request for money and the usual questions as to what took him so long to get there to meet her. Sears replied that he was thirsty and had stopped for a drink, whereupon his broad-beamed spouse pushed him into the river with a tremendous shove, exhorting him to "Drink the whole damn river dry if you are so thirsty." There was momentary panic as it appeared that the *Lily* might crush his body against the dock. Captain Tucker, however, handled his ship well and except for dampness no harm resulted.

Races between the passenger ships were frequent and the side bets made by the officers, crew-members and passengers were intense and heavy. But the slower freight vessels also had their moments, especially if, when nearing the lower river entrance from the lake, it appeared that two or more ships were approaching simultaneously. If there was any question about who intended to get to a certain dock first, there was bound to be a hot contest and possibly profane encouragement to the firemen responsible for steam.

Rivalry also included contests for the honor of bringing in the largest cargoes. The lumber hookers were at it for years, and of the coal carriers the *Clinton* is supposed to have won all honors shortly after 1896, delivering to its owners, the Lonsby Lumber Company, about 350 tons.

The little white-painted barge *Lily* was the last craft regularly to ply the Clinton, having run almost constantly for more than twenty years from her building in 1889 to about 1914. The *Lily* was built by Wardell in Mount Clemens for the Tuckers, who operated a coal yard there. The *Lily* was not named for any member of the family, but the name was selected by Captain Albert Tucker as a whimsey.

It is a fact that she was generally well-painted in glossy white in spite of her dusty cargoes. She traded principally to Toledo or sometimes to Sandusky, Ohio, for coal, bringing her cargoes of about 280 tons into Mount Clemens for several different yards. She sometimes ran down to Kelley's Island for stone and on the rare occasions of a return load, she would take salt from Marine City to Lake Erie. Her fore and aft compound would enable her to make the trip down-bound from Mount Clemens to Toledo in about twelve hours; up-bound, loaded, about fourteen hours. The loading was accomplished by tipple buckets operated by a steam hoist. Unloading varied with the rigs at the destination; in some instances the longshoremen unloaded by wheelbarrows. She had a donkey engine forward which operated a hand-filled bucket from a boom rigged from her single spar. When loaded she drew about six and one-half feet. As long as the *Lily* plied upon the Clinton the government could be persuaded to dredge the river occasionally. However, there were certain property owners along the river, who, for their own reasons, wanted no dredging. It is related that, out of spite against the *Lily* as the instigator of deepening, these individuals would sometimes "accidentally" discharge a shotgun. No casualties are noted. This writer, on a certain Thanksgiving Day some thirty-odd years ago, had the experience of being temporary ship-keeper on the *Lily* on the occasion of her docking at Windmill Point, while her skipper and the crew went ashore to the Klemk House for certain refreshments. She ordinarily carried a crew of seven or eight.

The Tucker brothers, Albert and John, for whom the *Lily* was built, were among the founders of the organization in Mount Clemens called the "Old Timers." For many years the *Lily* would be made ready for the annual excursion of the group, being taken from her run for a week or so before and a few days after the occasion. Awnings were rigged, the ship scrubbed and painted, stoves and refreshment gear installed and otherwise provided. She would steam proudly down the river with the excursionists, returning at night with her cargo of celebrants.

The *Lily* usually moored at the Tucker Coal Dock for the winter lay up. She was by no means an ice-breaker and during the spring break-ups the owners spent some anxious hours. It is related that on an occasion or two she broke away from her moorings, careening down river full-tilt with the running ice. Captain Tucker usually admitted the assertions made by certain Mount Clemens residents that the *Lily* negotiated the river just as well with no one on board

as when he was at the wheel and she had her full crew on. She would usually "fetch up" undamaged in the lower river.

The *Lily* was sold to Charles Kenyon about 1914, after she had stopped running into Mount Clemens. She was headed for the coast during World War I and was lost on Lake Ontario. This finished the major epoch of shipping upon the Clinton.

However, shipping to Mount Clemens was revived briefly during the late 1930's. A group of local and Mount Clemens men conceived the idea of transporting coal from Toledo to Mount Clemens by barge, using the old sand-boat *R. E. Doville* as a tow barge, and towing it with the diesel tug *Ethel* in charge of Captain Ward Tomlin. The venture seemed successful for some few years, but the outbreak of World War II, the death by drowning of Captain Tomlin, and other circumstances cancelled the venture. With the exception of the passages of the sand barge *West* owned by the Peltier family in Mount Clemens and the testing and delivery trips of the motor craft built for the government at the Hacker Boat Company, there have been no regular commercial movements, either freight or passenger, since about 1942.

This writer is certain that small craft navigation upon the river will be revived, expanded and extended to Utica or beyond within the next ten years. It is also probable that certain commodities and freight may once more be transported. Post war projects in the remote planning stage at present may take form later to the end that the Clinton, as well as other local waterways, now little used, may again be "discovered" and utilized for at least recreational if not commercial purposes. The decentralization of industries, the trend to small, water-fronting "little" farm homes and the desire to explore and include new vistas, only possible by boat, will insure this beyond any doubt. It is then that the shades of William Tucker, Christian Clemens, the fresh water sailors like the Dulacs, etc., will smile with the satisfaction of having left an heritage beyond price.

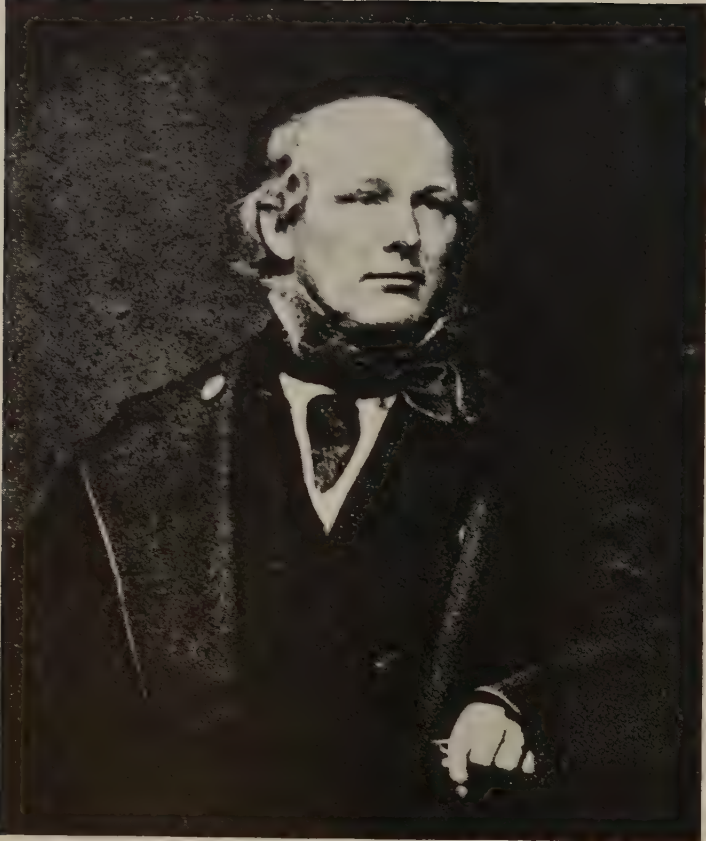




THE EXCURSION STEAMER TORONTO. (See Page 256.) Photograph by courtesy of Louis Baus.



THE MILVERTON burning in the St. Lawrence River, September 1947. (See Page 258.) Photograph by courtesy of Louis Baus.



HORACE GREELEY in 1858, from the Brady picture. (See Page 218.)



A "K" BOAT at the Put-in-Bay Regatta.  
(See Page 244.)

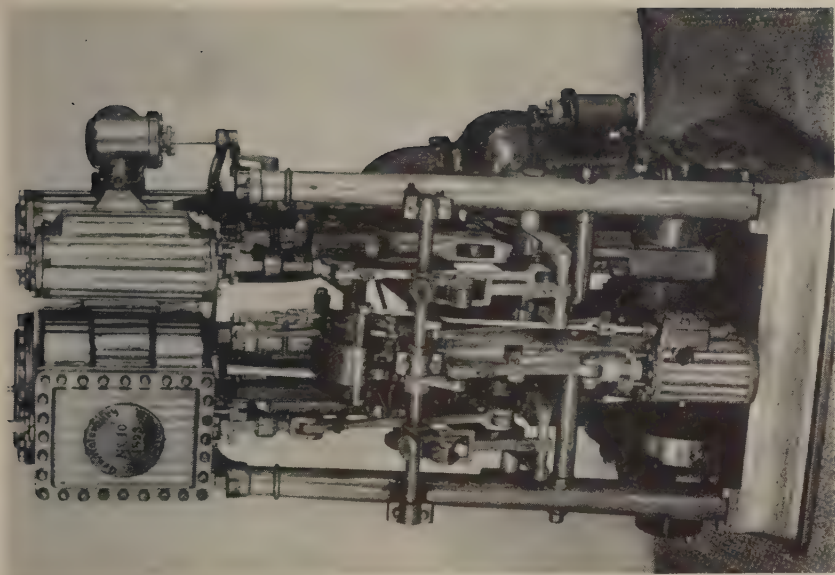
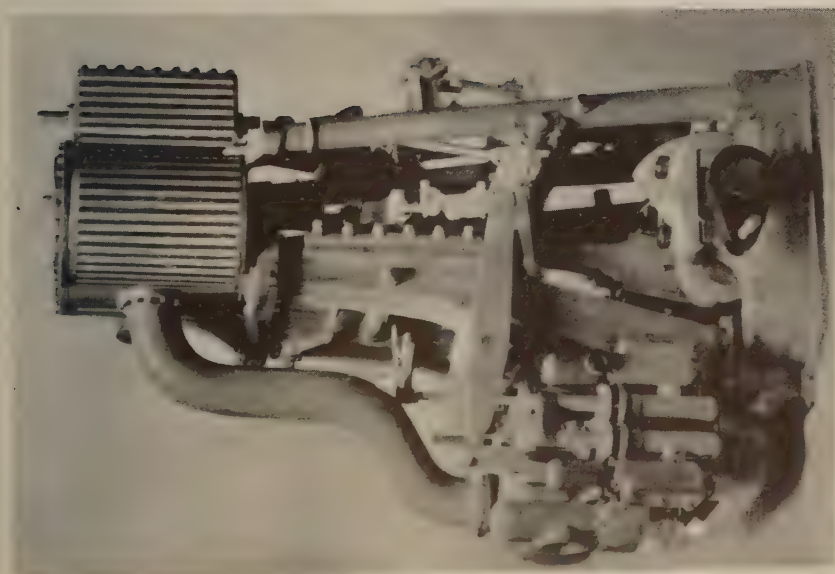


A RACE OF SIX-METER BOATS. Put-in-Bay Regatta, August 14, 1946. (See Page 244.)

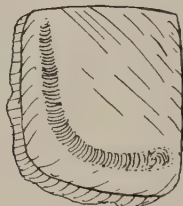
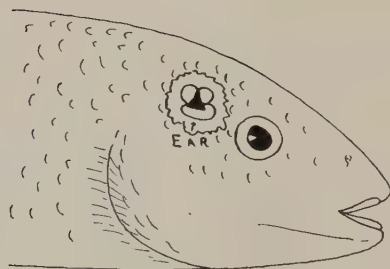




A BUSY HARBOR SCENE, Fort William, Ontario. (Port Series No. XV1.) (See Page 263.) Photograph by courtesy of the Civic Tourist Bureau of Fort William.



VIEW OF A MARINE ENGINE MODEL whittled from wood by George Waterbury (See Page 264.)

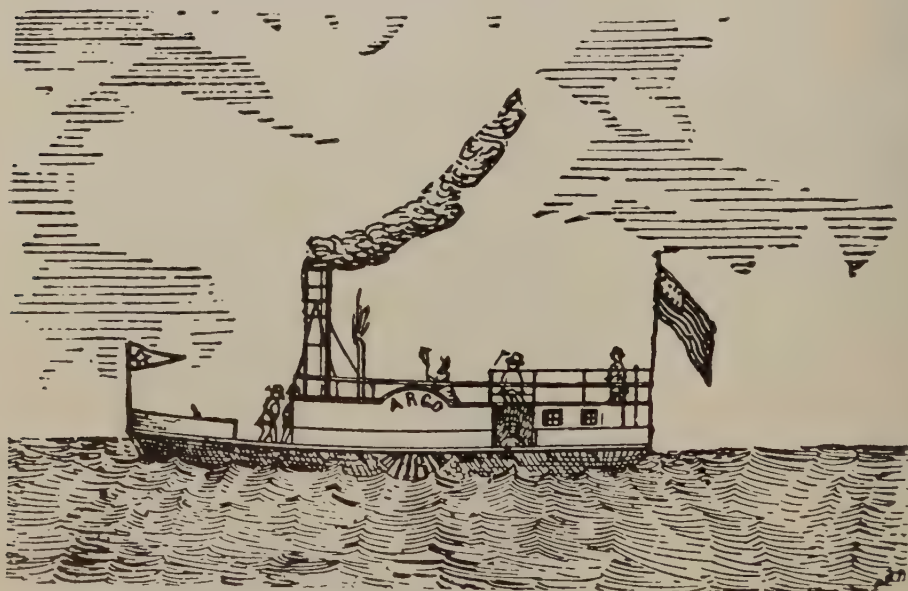


C — canals  
U — utriculus

A — ampulla  
S — sacculus

A "Lucky Stone"

ORIGINAL SKETCHES OF FISH HEAD to show the "lucky stone," by Lieutenant I. S. H. Metcalf. (See Page 241.)



THE ARGO, first Detroit River steam ferry, built 1830. (See INLAND SEAS, April 1947, page 101, and July 1947, pages 192-3 for correction.) Photograph by courtesy of William A. McDonald.





MANITOULIN ISLAND EXPLORERS, August 9, 1947. (See Page 211.) Back row: John Richardson, Wallace J. Baker, Jr. Front row: Charles B. Baker, Ky Lewis, Dick Gazley.



GIBRALTAR POINT LIGHTHOUSE, Toronto, in 1910, with the schooner *Madeleine*, seen from a point on the lagoon running south from Blockhouse Bay. (See Page 248.) From a sketch by Rowley Murphy, A.R.C.A., O.S.A.



ST. JOSEPH, MICHIGAN, HARBOR showing the *Consumer Power* unloading coal at the dock; 1938 Coast Guard tower and lighthouse on right. (Port Series No. XVII.) Photograph by courtesy of George A. Vargo.

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## *Lucky Stones*

*By* I. S. H. METCALF

**T**ODAY, I suppose, when little boys are talking about gas-powered airplane models and are eagerly following the exploits of Superman and Captain Marvel, they do not spend as much time hunting the beaches for certain stones and shells as they did when I was of grade school age. To me, the beaches of Lake Erie were filled with strange and exciting things in those days — things which would be just as strange and exciting now if boys were not so engrossed in pilots and parachutes.

There was a time, not so long ago, when the proud possessor of a "lucky stone" from the beach was a boy or girl to be envied. To have a matched pair of such stones was almost better than having a knife with the new stainless blades or having a siren on one's bicycle.

These lucky stones are attractive bits of material, usually found just at the water line or slightly above it. They are flat and thin, with a square outline, and may vary in size from about an eighth to nearly half an inch on a side. Each stone has on it, engraved in a delicate groove, the letter *L*, the two limbs of which are about the same length. The stones are quite as white as porcelain and exhibit a lovely mother-of-pearl finish when viewed in the right light. I have found that if one is persistent enough in his hunting, and if he looks long enough among the windrows of small pebbles at the water's edge he may find a matched pair of lucky stones.

What are these bits of white which we used to treasure? The answer is quite simple, as is also the explanation of their occurring in sets of two. The fresh-water drum, or sheepshead, carries them in his ears, building them up from the lime salts which occur in minute quantities in the lake water. When a fish dies, its body, unless eaten by a scavenger, is cast upon the shore. As the flesh disintegrates the stones drop from the rotting head and remain among the beach pebbles, a memento, as it were.

I mentioned the fact that the stones are carried in the ears of the fish. Does this mean that the fish hears as we do? Well, probably not in the way that we hear. What we call the ear of a fish is simply the



balancing organ which zoologists will tell you is the forerunner of our own inner ear mechanism, the balancing part of which is just like that of the fish.

It should be mentioned here that the sheephead is not the only fish that produces ear stones. Most other fishes have something comparable, but in many cases the stones are soft and not very resistant to destruction, and in certain instances there are numerous fine particles produced instead of one large stone for each ear.

To get back to the balancing organ. The structure is a paired one. Each ear is a delicate set of membranous bladders and tubes, snugly embedded in the skull of the fish. There is, of course, one organ on each side of the brain, just behind the fish's eye. The balancing organs are pretty important, since a fish frequently finds himself in the position of an aviator, who is flying inside a fog or cloud, and can see nothing by which he can estimate his own path. It is by means of these wonderfully constructed sense organs that our sheephead is able to swim on a straight course, even though he is able to see nothing but an unbroken field of green water all around. The ear thus acts like sort of a bank-and-turn indicator.

The little pictures which I have provided will show something of the nature and position of the ear of the fish. Each ear lies within little cavities in the skull, protected from bumps and jolts. When removed by painstaking dissection, we find that it consists of two little bladders, the utricle and the saccule. The utricle has, extending from it, three fine tubes of membranous consistency. The tubes are loop-like and each one is attached to the utricle in two places. The position in which the tubes lie is important. One extends laterally (with respect to the long axis of the fish) and in a horizontal plane; the other two are in vertical planes which lie approximately at right angles to each other. The utricle, the three little semicircular canals, as the loops are called, and the saccule are all filled with fluid which is able to flow through the canals and bladders should the occasion arise. The occasion does arise, as we shall presently see.

Careful examination of the semicircular canals reveals that each canal is not of uniform diameter throughout its length. Near the lower point of attachment of the vertical canals, and near the front point in the case of the horizontal canal there occurs a slight bulge or swelling. Each little swelling or ampulla contains rows of delicate hairs extending up into its cavity from the floor. Should the fluid in a semicircular canal move, for some reason, its current will be

or distort the hairs within its ampulla. The hairs are connected with the brain of the fish by means of the auditory nerve (or what compares with the nerve of hearing in man).

Within the sacculus, which is connected with the utriculus, and lies somewhat between it and the brain, there lies, in the case of the sheepshead, the "lucky stone." The stone is held in place by delicate strands of tissue, and is in contact with delicate hairs similar to those within the ampullae.

Let us see how the apparatus works. The lucky stone or otolith is merely acted upon by the force of gravity. When the fish tips to one side or the other, the otolith rocks slightly, stimulating the hairs which touch it. This portion of the ear seems simple in its function. The operation of the canals is a bit more difficult to explain.

Everyone knows that floating dust upon the surface of water in a dish tends to remain stationary if the dish is turned. The explanation lies here in the inertia of the water and in its low internal friction. Just as the water in the dish tends to remain stationary when the dish is turned, so the fluid within the semicircular canals of the ear tends to remain stationary when the fish turns from one side to the other, or changes his course in any way. That is where "the occasion arises." The momentary current produced by the motions of the fish's head results in the stimulation of the hairs of the ampullae. The different positions of the different canals will take care of all possible movements the fish may make as it swims.

If you have ever, as a child, "wound yourself up" in an old-fashioned rope swing, and then let yourself whirl to a stop, you have unknowingly demonstrated the function of the semicircular canals in your own ears. By the prolonged and rapid rotation as the swing unwound, you set into circulation the fluid within the canals. After you stopped rotating, the fluid kept circulating, with interesting sensations. To stop the sensations, a few quick rotations in the opposite direction are necessary. The reason is obvious.

From "lucky stones" to hearing, flying, or swinging. This started out as a recollection of boyhood interest and ended up with a touch of physics. The next time you find yourself picking up bits of shell and stone on the shores of the lake, look for lucky stones. They are fascinating in more ways than one.

# The Annual Regatta at Put-in-Bay

By THOMAS H. LANGLOIS

DURING THE FIRST WEEK in August each year there is a gathering of people at Put-in-Bay, Ohio, for the ostensible purpose of staging a series of boat races, a regatta, and for the less ostensible purpose of providing an atmosphere of camaraderie in which accumulated tensions are eased. Boats are designed, built, and equipped by the participants during the period between regattas, and every conceivable thing is done to set the stage for victorious racing. The races are thrilling and exciting events pack those few days of each year for the participating yachtsman; but the choice memories are the visits with old friends at this once-a-year meeting. A review of the history of the regatta may help to explain its present significance.

One of the early islanders was John Doller, an immigrant from Germany. Doller settled on South Bass Island about 1865, and established a boat livery about 1870. To indulge his love of sailing, he bought the *Fanchon* (*Phantom*) from its maker, Sutherland, of Lakeside. The *Fanchon* was fast, and Doller shared his pleasure with four other young islanders, Walter Groves, Jake Hinger, George Hollway, and Kid Wiles. The group promoted the first local regatta in 1872, and we are fortunate in having a record of an observer of that three day affair. A visitor to the island just at that time was the former owner of all of the Bass Islands, Mr. DeRivera St. Jurgo, of New York City, who made the following notes in his day-book.

June 19. At Put-in-Bay, exceedingly warm and still, being very bad weather for the regatta that takes place today. Went to the top of the Put-in Bay House to see the yachts sailing in the above mentioned regatta. The first yacht was the *Ida* of Mr. Crane of Cincinnati which started at 11¼ A. M., followed at different intervals of time by 5 other yachts (some as little perhaps as one minute, and some as high as 12.) The yacht *Coral* of Toledo took the championship, followed by the *Phantom* of Cleveland. The race lasted 8 hours, distance run 15 miles and back.

June 20. At Put in Bay the same kind of weather as yesterday, if anything better. Thermometer is said to have been as high as 100° in the shade—it was certainly over 90° in places where there are currents of air, like the hall of the hotel. Had a second shorter boat race which was won by the *Ida*.



Only two boats entered so that each had won a purse.

June 21. At Put in Bay beautiful weather with a splendid breeze nearly the whole day, rendering the shade very pleasant and fully comfortable. Had a third boat race, being a scrub race for all kinds of boats, the first prize being taken by the *Clarabell* belonging to Put in Bay.

Yachtsmen from other cities competed in the races held the following years. Commodore K. C. Barker, of Detroit, was drowned in the International Regatta held here in 1874. The Toledo and Lake Erie Boating and Fishing Association was established in 1874 and incorporated in 1880, with its headquarters on Middle Bass Island. Three Toledoans bought the *Fanchon*, and to compete with her several other club members bought some fine yachts from the Morris Heidt Company of New York. Among these were the *Hazel*, *Hobo*, *Puritan*, and the *Thelma*.

During this same period, the Ballast Island Club became very active, having a club house and a series of cottages built, and developing an establishment which compared favorably with that on Middle Bass Island. The Ballast Island Club facilities were much used by a group of men which included George W. Gardner, General Barnett, Colonel Bartlett, C. D. Foote, C. W. Burroughs, W. R. Huntington, A. C. Coyt, W. Scott Robinson, and Dr. Frost. The Ballast Island Sail Canoe was developed and made popular by this group, and a special class was established for this boat in the regattas.

After Commodore Barker's death, the International Regattas were allowed to lapse into irregularity, but on January 17, 1885, the yachting interests were reintegrated by the organization of the Inter-Lake-Yachting-Association. A few regattas were held, and then another lapse of interest occurred. George W. Gardner revived the regattas in 1894, and in 1896 the affair received a big impetus from the participation of the entire Canadian fleet from Lake Ontario.

Curiously, one of the items which discouraged early yachtsmen from racing in the regattas was the superior skill of the four young islanders, Groves, Hinger, Hollway, and Wiles. These men were finally barred from competing in the local races so as to give some one else a chance to win.

In 1903 there were only twelve member clubs, none of them at Put-in-Bay, and in 1909 the regatta was held at Toledo. The number of clubs holding membership had grown to a total of 53 in 1946, and the I. L. Y. A. had become a member of the Yacht Racing Union of the Great Lakes, the North American Yacht Racing Union, the Star Class Racing Union, and the Amateur Athletic Union. Membership in the I. L. Y. A. is open to yacht clubs on any of the Great Lakes, and while

there are no members from Lake Superior or Lake Michigan, some nearby inland yacht clubs, like the Akron Yacht Club and the Buckeye Lake Yacht Club have affiliated.

Limited for many years to sailboat races over a short local course, the regatta has extended to power boat races in some years, and in 1938 courses were laid out for an annual deep water race from Detroit, Toledo, and Cleveland to Put-in-Bay. The restricted zone for start and finish lines is located in the channel between Gibraltar and Middle Bass Islands, and from this point the local course follows an equilateral triangle, three miles to a side. Still shorter courses within this triangle have side lengths of one and one-half miles and three-fourths of a mile. From the same point the power boat course runs two and thirty-five hundredths miles to a point north of Ballast Island.

In the early days the races were uneven because of the range of size and variation of design of competing craft, so it became necessary to classify the boats in order to provide fair competition. At the present time, the sailboats are grouped into two major divisions, largely by size, and then into lesser units according to size, design, and rigging. In the major group are the sloops (the "R", "8-meter", "6-meter", "Star", "A", "L", and "C" boats), the yawls (the "Y" boats), the schooners, ketches, and the catboats (the "K" or privately owned cats, and the "CK" or club owned cats). The minor group consists of the "14 foot dinghy", the "CS" boats or club-sloops, the "ILSC" boats (an 18 foot Interlake Sailing class), the "LC" boats or Lyman cats, the Sea Gulls, Comets, Snipes, Nippers, or "N" boats, and the Lightnings.

The United States Coast Guard stations a cutter at Put-in-Bay each year for the duration of the regatta, and the coast-guardsmen participate to some extent in running the races as well as effecting rescues whenever necessary. A set of signals has been established whereby the crew of the cutter regulates the activities of the yachts during the races. A long blast on the steam whistle opens the course, while a long blast on the siren closes the course. Four short blasts on the typhon is a danger signal, usually meaning that some boat is violating the rules, and several short blasts on the whistle of a patrol boat is the hailing signal to stop.

The dates of the regatta are decided at the January meeting of the officials of the I. L. Y. A., and the selected dates are always chosen so that the boats can gather at Put-in-Bay on Saturday and Sunday for the races which are held on Monday, Tuesday, and Wednesday. Race entries must be made before six o'clock Sunday evening, and the first

race starts at 8:50 Monday morning, with a new class starting at five minute intervals thereafter. The awards are made on Wednesday, after which the dispersal of the yachts to their home ports begins, and the harbor, as a rule, has been vacated by Thursday night.

The details of management of the regatta are handled by the officials of the association, and to insure the success of the event, the commodore of the year usually finances considerable entertainment. Many of the ex-commodores have died, and a commodore's Memorial, dedicated in the Village Park on July 14, 1930, has bronze tablets affixed for those who have passed on. A Yachtsmans' Fund has been established by the I. L. Y. A. to perpetuate the sport, and contributions are actively solicited.

The regatta is a climactic week at Put-in-Bay. Along the waterfront of the harbor, picnics are eaten on front lawns, sails are spread to dry between trees or on the grass, and the air of friendliness makes the group like a huge family in which no one individual is allowed to have any privacy. Docking space is terrifically inadequate for the number of boats present, so most of the boats are anchored in the bay. Although the boats at anchor sometimes seem so close together that their operators could step from one to another and walk ashore, actually they are never quite that thick, and boat taxis wriggle in and out to take boatmen ashore or to bring them back out. All night long there are loud calls for this taxi service, and the local boat liveries are swamped with calls on their motor repairmen, gasoline pump service, and for all sort of odd repair jobs.

Many of the boat people sleep on their craft, and some have facilities for getting their own meals, but as the hotels and restaurants are pushed beyond their capacities during this period, many of the island homes are opened to accommodate the regatta week transients. When the last power boat has started out of the harbor with the last string of small sail boats in tow, headed for their home basin, the islanders breathe sighs of relief, even though the balance of the season seems an anti-climax, like sitting on in an empty theater after the show is over.



# Gibraltar Point Light

By ROWLEY MURPHY

## PART II

THE NAMES AND PERIODS of service of the various lightkeepers are as follows:

Muller	1808-1815
Halloway	1816-1831
James Durnan	1832-1853
George Durnan	1853-1905

Patrick McSherry, master of many lake vessels, spring of 1905 to end of season of 1912 (approximately).

Blake Matthews, a former lake master, spring of 1913 to fall of 1916.

In the winter of 1913-1914 the Federal Government installed a powerful wireless station in the grounds of Gibraltar Point Light, and George F. Eaton, assisted by L. S. Hawkins, had the station set up and in working order in March, 1914. Mr. Eaton then acted as the first chief wireless operator, and when Captain Matthews resigned at the end of the season of navigation in 1916, Mr. Eaton acted also as lightkeeper from the spring of 1917 to the fall of 1918.

The last season for the old revolving oil-burning white light was 1916, and during that winter and the spring of 1917, Mr. Eaton installed the first electric light. This was a fixed light which flashed off and on, with a good lens and backed by powerful reflectors. It covered about 240 degrees or better.

Frank Allen took over at the end of 1918 as chief wireless operator and lightkeeper and occupied that post until the fall of 1944, when he was followed by the present lightkeeper, James Larder, in the spring of 1945. The light was then changed from a flashing white to a fixed green, covering about 240 degrees, which character it has at the present day. Mr. Larder combined these duties with those of lighthouse keeper at the Western Gap, which post he has occupied for the past thirty years.

It is interesting to note that the masts set up for the wireless station, whose call is V. B. G., were originally 185 feet in height. Each mast consisted of lower mast, top-mast and top-gallant mast, properly stayed. Due to the fact that the westerly one of the two masts has been struck by lightning several times, as most of Toronto's dangerous thunderstorms come from that direction, it is now shorter than when first set up.

On the opening of the Island Airport northwest of Hanlan's Point, the mastheads were and are covered by red lights for protection for night flying, of which a great deal was done during the war years in training the Royal Norwegian Air Force. Due to improved equipment and a request from the Airport authorities, the top-gallant masts were removed, as flying from the Island Airport developed rapidly, so that their present height is 110 feet.

The original lightkeeper's house built for Muller in 1808 is still standing, being the oldest house in Toronto. Its destruction has often been threatened by the Federal Government, and on the last occasions was saved by the efforts of the York Pioneers and Ontario Historical Society, to whom grateful thanks!

The story of the murder of Muller, the first lightkeeper, seemed a thrilling one in one's 'younger days,' and added interest to an historic spot. As this story varied in telling for 100 years, the one outlined in Mr. Robertson's *Landmarks of Toronto* is included as being the most reliable.

In 1794 one of the first block houses of several built for the defense of Toronto, or as then called York, was erected by command of Lieutenant-Governor Simcoe on Gibraltar Point, now Hanlan's Point, though the large bay to the south is still called Blockhouse Bay. Two guns were mounted in this blockhouse, the battery being guarded by a detachment of soldiers who came over each week from the fort at York. The soldiers often rowed down Blockhouse Bay to visit Muller, or walked down to the Point. Muller, a German, always had beer in his house and hospitably made the visitors welcome. One day, however, three soldiers who had been drinking in York, came over to the lighthouse and called on Muller to produce his beer keg. This he did, but when he saw that the troops had had more than enough, he refused to give it to them. This action resulted in a violent fight and the murder of Muller, who was beaten to death by the three soldiers using their belts and a club. There is no record of any discovery of the identity of the murderers or their subsequent punishment, but George Durnan and two relatives did find parts of a coffin containing human remains in the sand a short distance west

of the keeper's house. This may have been one of Toronto's early unsolved murders.

Long before Alexander Graham Bell made his real contribution to "signals," the harbour master, the fort in York and other Government offices on the mainland about three miles north as well as merchants and owners, were, from 1808, informed of the approach of naval or commercial vessels by flag signals. These were hoisted on a flagstaff on the top of the tower of the lighthouse.

The use of flags was discontinued in 1832 and coloured spheres, always easily seen no matter what the direction of the wind, were substituted. Later a new flagstaff to the northwest of the lighthouse was erected for this purpose, and flags of simpler character than those first used were introduced for a time. Storm signals were also hoisted from this flagstaff, and a fog signal was established on the lake beach in a southwesterly direction from the lighthouse. The building which housed this fog signal was standing and seen by the writer in the early 1900's, but later was probably washed away, as its site is at present several feet under water. Any signalling necessary with the mainland is now carried on by telephone.

The name Gibraltar Point as applied to any part of the former peninsula, now island, is an intriguing one, as it had and has very little resemblance to "Gib." or "the Rock." Mrs. Simcoe, wife of Lieutenant-Governor Simcoe, has in her diary a very interesting explanation of the name. She says under the date of Saturday 10th of August 1793:

I went to my favourite sands [meaning the peninsula, now island]; the bay is a mile across. The Governor thinks from the manner in which the sand banks are formed they are capable of being fortified so as to be impregnable; he, therefore, calls it 'Gibraltar Point' though the land is low.

Sunday, Aug. 4, 1793 — We rode on the peninsula opposite Toronto, so I called the spit of land, for it is united to the mainland by a very narrow neck of ground. We crossed by bay opposite and rode by the Lake side to the end of the peninsula.

This old tradition is still carried on, on Sundays as well as weekdays, though now we use bicycles rather than horses.

John Ross Robertson notes:

The party crossed the Bay of Toronto from their camp on the shore near the sight of the old fort, and landed at the present Hanlan's Point, known in the early days as Gibraltar Point. This point is shown on all the government maps from 1796 as Gibraltar Point. When Mrs. Simcoe writes later that the *Onondaga* on her way from Kingston to York was off Gibraltar Point at York, when passing the present Lighthouse Point, she was in error. The peninsula of 1793 joined the mainland at the foot of the present Woodbine Avenue.



In 1852 and 1853 when the lake levels were high, the waters of Lake Ontario broke through the shore of the peninsula a short distance east of the writer's present home, washing a channel three feet deep and forming an island. This island reverted to peninsula form in following low water years, until in 1858 Lake Ontario levels were very high again. In April of that year heavy easterly gales washed a channel through the peninsula 1500 feet wide and 10 feet deep, and did tremendous damage to buildings and property. This channel was later protected by piers and was the beginning of the present Eastern Gap and effectually made an island of the former peninsula.

Mrs. Simcoe again says:

Wed. 7th August, 1793, I rode on the peninsula from one till four. I saw loons swimming on the lake, they make a noise like a man hollowing in a tone of distress. The air on these sands is particularly clear and fine. The Indians esteem this place so healthy that they come and stay here when they are ill.

We still have "loons" on the lake, though of a different type, and while the air is "particularly clear and fine" for these present days over most of the island, perhaps Mrs. Simcoe might be critical of the flavour of onions and drains noticeable in the air of the "Main Drag" on a hot Saturday night!

All old charts of the peninsula, later island, show "Gibraltar Point" to be the northernmost point on the west shore and closest to the mainland. The blockhouse previously mentioned, built in 1795, stood on Gibraltar Point helping to make it "impregnable." The Lieutenant-Governor, however, seems to have over-estimated its strength, as it was taken by the American forces in the capture of Toronto on April 27th, 1813, and partially if not completely destroyed. This blockhouse appears to have been rebuilt and demolished in 1818.

The position of this blockhouse was just north of the present ferry docks at Hanlan's Point, as this area, which is greatly changed from early days, is now called. The name Hanlan's Point commemorates the fact that the island home of the great Ned Hanlan, one of Toronto's world's champion oarsman, was located here. It has disappeared, but the house and dock of the surviving members of the Durnan family, close to Hanlan's Point ferry docks, and its sign 'DURNANS 1870,' is a most welcome sight every spring, when those unfortunate islanders who have, for business or professional reasons to leave the island for the winter months, return to their homes.

Robertson's very valuable *Landmarks* definitely states that Gibal-

tar Point, as applied to the location of the lighthouse, is incorrect and was never so called, and that this name obviously applies to the point marked thus on all old charts of Toronto or York. It further cites an instance where the name was applied to the entire west shore of the island from where it turned north from the Lakeside Home for Children (a summer home for convalescents from the Sick Children's Hospital in town, both established and maintained by John Ross Robertson) to its north end, now "Hanlan's Point," and that the term applied particularly to that part of the sandbank where the blockhouse was erected.

At the same time there is no doubt that whoever drew up the Lighthouse Act of 1803 thought that the site of the present island lighthouse was named "Gibraltar Point," for the act calls on each commander or master of every vessel to report that he has passed Gibraltar Point on having rounded the southwest corner of the peninsula, or island.

While the names "Lighthouse Point" or "Toronto Pont" have been used frequently to describe the location of the point on which the lighthouse stands, the name "Gibraltar Point" (now that its old location has been called "Hanlan's Point" for many years) is fittingly used to name the point on which for 138 years Toronto Lighthouse has given uninterrupted service.

It has seen muddy little York grow into present day Toronto. It was helping the officer of the watch on inbound vessels when the American fleet arrived on April 27th, 1813, and saw the battle and capture of Toronto. It has seen an almost countless number of vessels of all types come and go — many for the last time. It has studied with friendly interest the changing design of vessels of war and their gear — those of 1812-1815, of 1914-1918, and of 1939-1945. Its light once white, but now green, even looked on those scenes of vandalism of other years when several lake schooners were burnt to make a public spectacle. We can assure you that its single and powerful eye was full of disapproval of the fiery death of old friends!

For a great part of this time, however, the lighthouse has not been without company. In 1798-1799 a fast and handsome topsail schooner was built in the mouth of the Humber River, west of Toronto, by Joseph Dennis, a loyalist and master ship builder. He later built H. M. S. *Royal George* and some others of the Lake Ontario vessels of war. His name lives in present day *Mount Dennis*.

This armed schooner was H. M. S. *Toronto*, a yacht, usually called *Toronto Yacht*, used as a Government dispatch vessel and excellently fitted for the carriage of passengers of importance and quality. She

made some very fast passages between the old capital of upper Canada, Niagara or Newark, and Toronto, then York, but in the season of 1812 was totally wrecked on the beach just south of the lighthouse, "through a mistake in the position of the light."

At least many feel that the ancient wreck, which has been firmly embedded in the sand, for longer probably, than any living person can remember, and whose location has been very carefully described by those of former days, is hers, and venerate her shy old bones accordingly. Often in the past and again at present, she is in retirement due to high water levels in the lakes, but it is hoped that before long she may again appear and communicate with her old friend, Gibraltar Point Light.

It would be difficult, if not impossible, to write of "Toronto of Old" without reference to a very important work by Dr. Henry Scadding, or without consulting that outstanding series called *Landmarks of Toronto*, by John Ross Robertson. To the memory of these gentlemen, both deceased, we make our grateful acknowledgments for help received; also to C. H. J. Snider, present historian of the Royal Canadian Yacht Club, and to a good friend and most appreciative islander, Alan Howard, who has lived all his life within sight of the lighthouse.



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# Marine Intelligence of Other Days

By CAPTAIN JOHN

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*A series of reprints from old newspapers on Great Lakes affairs of earlier days. Readers are invited to contribute similar brief sketches from local papers to be found in their libraries or historical societies. Thus may valuable material be made available to all.*

—EDITOR.

## ANOTHER OF PERRY'S FLEET AFLOAT

"We learn from Erie, that the schooner *Detroit* was raised a few days since. This is the second of gallant Perry's sunken fleet that has been raised to float again upon Erie's waters. Not now with the martial and frowning aspect of war, as formerly, but with ensigns of peace fluttering before the breeze, as she glides over the lake's wave rippled bosom, she comes, laden with trophies of past renown, and still full eager in the cause of usefulness. We understand that cannon balls were extracted from the hull — one of which, together with the chips made in cutting it out, has been sent to this city."

*Buffalo Commercial Advertiser* (Chicago *Democrat*, Sept. 16, 1835.)

## STEAM BOAT CURIOSITY

"A little boat called the *Caroline* came into harbor (Buffalo) a few days since, which was built in South Carolina, made her way through Quebeck, is here, and is bound, we understand for the Mississippi, through the lakes."

*Buffalo Journal*, reprinted in the Chicago *Democrat*, July 9, 1834.

## COMMENTED THE OSWEGO PALLADIUM:

"We wish the above — which has gone the rounds of all the newspapers — was true. There would be less occasion for the great ship canal now in progress for overcoming the rapids of the St. Lawrence and through which a channel is to be opened from the lakes to the ocean. The little *Caroline* must have walked up to the scratch with some spunk when she went up Les Cedres and La Chine. This is nothing, however, to what she is going to do when she scrambles overland from the lakes to the Mississippi.

"The truth is, she had her guards taken off on the North River — ascended the Erie and Oswego Canals to Lake Ontario, and from thence through the Welland Canal to Lake Erie — and when here was intended to run on the Niagara River."

*Chicago Democrat*, Wednesday, August 13, 1834

## FOR THE UPPER LAKES

"The splendid boat *Erie*,\* left this morning for a fifteen days' excursion to the Upper Lakes. There were a goodly number of passengers, and many more are expected at Erie and Cleveland.

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\* See picture in vol. 1, no. 1, *INLAND SEAS*, January, 1945.

"A trip over the crystal waters of St. Clair, Huron and Michigan, at this season of the year, accompanied by an excellent band of music must be delightful. They are fortunate who could avail themselves of the opportunity — as for the 'corps scissorial' they must still 'Tug at the oar.' "

*Buffalo Advertiser & Journal*, July 29, 1839

"The beautiful steamer *Erie*, arrived at our harbor this morning on a pleasure excursion to the upper lakes. She came in to the sound of music with a goodly company of passengers. Many strangers are now in the city awaiting the departure of boats for the east."

*Daily Chicago American*, Tuesday Evening, August 6, 1839

### CHICAGO—BUFFALO STEAMBOAT

"One hundred and fifty thousand dollars were subscribed in one day at Chicago for the purpose of building a steamboat to ply between that place and Buffalo. It is intended, we understand, to be superior to anything on the lakes. This speaks well for the enterprise of Chicago and the prosperity of the West. Is it not time that something be done by our citizens to procure a steamboat to run regularly between Milwaukee and Chicago? The cost of a boat of proper dimensions would not be great while to us its advantages would be incalculable. Every schooner and stage from Chicago comes loaded with passengers, tho' by these conveyances they are subject to great inconveniences and loss of time. A gentleman from Racine a few days since informed us that one quarter of the stock in such a steam boat would be taken at that place, and it seems to us there would be no difficulty in having the remainder taken by our own citizens. Something should be done immediately."

*Milwaukee Advertiser*, reprinted in the *Chicago Democrat*,  
Wednesday, August 3, 1836

### LAUNCH

"The Sloop *Clarissa* was launched on Thursday last (May 12, 1836).\* As this was the first vessel that was ever built in our harbor, a large number of spectators were present to witness the event."

*Chicago Democrat*, May 18, 1836

### SKY ROCKET POWER

"The *Boston Times* states the experiment of propelling a boat by the power of skyrockets was tried the other night at Chelsea, by Mr. William Beals, agreeably to previous notice, and was completely successful. The boat which was about 15 feet long was propelled some 300 yards from Chelsea to the channel with great celerity."

*Niles National Register*, August 1, 1840

### FAST TIME ON LAKE MICHIGAN

"The schooner *El Tempo* arrived last Saturday evening (Dec. 3) from Buffalo. Capt. Hughes reports having had a fine run of the last 300 miles, having made it in 29 hours, and from Mackinaw to this place in 16 hours. *El Tempo* had a fine

\* It was started in 1834.

match with the lower lake schooner *Rocket*, running from Mackinaw to this place (Manitowoc) with her and being within half mile of each other the entire distance, both vessels making from 14 to 16 miles per hour. The *Rocket* is acknowledged to be one of the swiftest vessels afloat on fresh water. The late match proves she has a rival in *El Tempo*."

Manitowoc *Tribune*, reported in the *Press Tribune*,  
Tuesday, December 6, 1859



## GREAT LAKES CALENDAR

By BERTRAM B. LEWIS

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### JUNE, 1947

The assignment of six cadet midshipmen of the United States Merchant Marine Cadet Corps to vessels of the Cleveland-Cliffs Steamship Company marked the opening of a cadet training program on the Great Lakes. The cadets, who had already completed a year's training, were to devote six hours a day to work on the Cliffs ships and two hours to study assignments. They were to be paid \$82.50 a month plus quarters and subsistence by the vessel company.

### JULY, 1947

The 76-year-old steamer *Alaska*, a 213-foot bulk carrier, arrived at Hamilton, Ontario from Amherstburg to be scrapped by the Steel Company of Canada. At one time operated by the Anchor Line, the ship was owned by the Mullin Coal Company. She was built in Buffalo. The freighter *Arthur Orr*, built by the Chicago Shipbuilding Company in 1893, and the old Canada Steamship Lines excursion steamer *Toronto* also were being scrapped at Hamilton.

### JULY, 1947

Lake Superior water boundaries between Minnesota, Wisconsin and Michigan were established for the first time when Governor Kim Sigler of Michigan signed a bill which ratified an agreement among the three states. It previously had been ratified by the other states.

### JULY, 1947

There was an unusual passage through the Soo Locks on July 7, when Otto Smith, 67, who had started from Vancouver, British Columbia, April 7, 1946, passed downbound en route to New York by canoe. He said he had started the trip "just to see if it could be done."

### JULY, 1947

The first urban mobile radio to be installed on a Great Lakes passenger ship was in operation on the steamer *Cadillac* of the Cleveland-Canada Steamship Com-



pany. The Ohio Bell Telephone Company also had placed the phones aboard tugs of the Great Lakes Towing Company. It was said that the instrument worked better over water than over land because of the absence of "shadows," caused by hills and valleys, and other interference.

#### JULY, 1947

Traditionally a grain shipping port, Port Arthur, Ontario had become Canada's chief iron ore exporting port. A total of 1,250,000 tons of high grade ore from Ontario's new Steep Rock mining development was to be shipped through the port in the 1947 season, Canadian National Railroad officials estimated.

#### JULY, 1947

The 49-year-old barge *Sagamore* was sold by the India Navigation Company of Cleveland to Paterson Steamships, Ltd., of Fort Williams, Ontario. The *Sagamore* was built in 1898 by the Globe Iron Works of Cleveland for the Wilson Transit Company and later became part of the fleet of Pickands, Mather & Company which disposed of her to the Pringle Barge Line. The barge contributed her part to the winning of World War II by making uninterrupted trips to the lake head from which she brought down a total of 15,000, 000 bushels of grain.

#### JULY, 1947

The schooner *J. T. Wing*, which was built in Nova Scotia, was berthed in Detroit and was being put in shape for her new role as a marine museum at Belle Isle on the Detroit River. She was formerly a lumber hooker.

#### AUGUST, 1947

The steamer *Benjamin F. Fairless* of the Pittsburgh Steamship Company fleet docked at Conneaut with the world's record cargo of iron ore, 18,725 gross tons, loaded at Duluth. The largest previous cargo was 18,593 gross tons unloaded from the *Fairless* in 1945.

#### AUGUST, 1947

The Steamer *Joseph H. Frantz*, flagship of the Columbia Transportation Company fleet, established a new coal-loading record for the port of Conneaut when 15,308 net tons were dumped into her hold. In doing this she broke her own Conneaut record of two months before when she took on 15,061 tons.

#### AUGUST, 1947

Preliminary work on removal of the 60-year-old lower Main Avenue Bridge in Cleveland, one of the earliest links between the city's east and west sides, was started. Razing of the bridge was ordered by Secretary of War Henry L. Stimson, the order creating a heated controversy among federal and city governments and residents of the Flats area.

#### AUGUST, 1947

The United States Coast Guard announced it would use the Great Lakes in the winter of 1947-48 as a laboratory for ice-breaking experiments. The *Mackinaw*, the world's largest icebreaker, and coast guard cutters would be used to test structural strains on ice-breaking vessels with a view of determining the best hull for

breaking ice, the best distribution of structural material in such craft and the minimum horsepower needed to break ice of a given thickness.

#### AUGUST, 1947

Four submarines were assigned by the navy to the Great Lakes area for training members of the submarine division of the United States Naval Training Reserve. The submarines would be inoperative, that is, unable to submerge, but would otherwise be completely equipped. The U. S. S. *Gar* was assigned to Cleveland, others being designated for Chicago, Milwaukee and Detroit.

#### SEPTEMBER, 1947

Eleven members of the crew and a passenger of the freighter *Milverton* lost their lives as a result of a collision of the freighter and the tanker *Translake* and the fire and explosion which followed. The collision occurred in the St. Lawrence River near Iroquois, Ontario. The *Translake*, operated by Transit Tankers & Terminals, Ltd. of Montreal, was carrying a cargo of crude oil from Montreal to Prescott, Ontario. The *Milverton*, owned by Colonial Steamship, Ltd. of Port Colborne, Ontario, was bound downstream with coal from Oswego, New York to Port Alfred, Quebec when the collision occurred. From his hospital bed in Ogdensburg, New York, Captain L. E. Paine of the *Milverton* said the tanker must have jammed her steering gear. He said that the tanker cut directly across his bow, that there was no possibility of stopping his ship and that the *Milverton* struck the *Translake* amidships. A great gash was cut in the *Milverton's* side, he said, and oil spurted over her bow, causing her to burst into flames immediately. The spare fuel tanks in the *Milverton's* bow blew up and showered everything with blazing oil. There was no chance of controlling the flames and several of the collier's crew leaped into the river. The captain got the *Milverton's* engines going as soon as possible and the ship was beached in flames on the American side of the river. The *Translake* was run aground near the scene of the collision. The Canadian Department of Transport was investigating the disaster.

#### OCTOBER, 1947

The most modern, all-electric coal dumper on the Great Lakes, capable of picking up a coal car and dumping its 120-ton contents into the hold of a vessel in one minute, was undergoing final tests at Lorain. The huge machine, which towered 170 feet above the harbor's waters, overlooked a tract of approximately 140 acres, on which was located the last work in dock and coal handling facilities. The \$30-000,000 layout, owned by the Baltimore & Ohio Railroad and operated by the Toledo, Lorain & Fairport Docks Company, would provide dumping capacity double that of the dock, a mile and a half up the Black River, then in use.

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## NOTES

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### *The Strange Fate of the Sister Ships*

IN THE LATE 80's three steel ships were turned out of the Cleveland yards of the Globe Shipbuilding Company similar in length, breath and general specifications, their measurements identical. The *Western Reserve*, the *W. H. Gilcher* and the *Samuel Mitchell*, although built for and operated by rival companies, were sister ships.

In August of 1891 marine circles were shocked by the foundering of the *Western Reserve* in a comparatively moderate summer gale on Lake Superior and the drowning of most of her crew and women members of the owner's family. It was rumored that she broke in two, one of the sailors who reached shore describing how he had jumped across a widening crack in her deck as he ran for the life boats. Although happening in the darkness of night, life boats were successfully launched, only to be swamped in the breakers near shore, shortly after a passing ship had failed to notice the signal made by the burning of women's clothing. All the occupants of the lifeboats excepting two sailors were drowned in the surf.

The steamer *W. H. Gilcher* disappeared on Lake Michigan on the night of October 25, 1892, in a hurricane during which the velocity of the wind was estimated at 75 miles per hour. Although, according to her usual running schedule, she was due to dock in Milwaukee, to which port her Lake Erie

coal cargo was consigned, before noon of the 26th. the steamer, after being reported "up bound" at the straits of Mackinaw around 6 P. M. of the 25th, failed to appear. The weather continuing boisterous, it was assumed she was lying in shelter behind some island. On the 27th tugs searching the vicinity of White Shoals and Gray's Reef and the Beavers, reported no trace of the steamer,

Even then no great concern was felt for the new steel ship. It was said she would "turn up all right."

To the casual dock visitod looking over a great steel ship, it is inconceivable that such a steel riveted hulk can be mauled by wind and wave to the point of knockout. Yet the *Gilcher*, sunk without a trace, like ships meeting the enemy submarines of a certain nation during the World War.

The *Gilcher's* master, a mariner with the reputation of a dare devil, was Captain Leeds Wicks, a sailor of unquestioned courage and the *Gilcher's* exposure to that terrific gale may have been the result of the feeling that steel ships were unsinkable, for it must be remembered that sailors on the new boats were "cocky" and affected an air of superiority when contacting other sailors who were on merely wooden ships.

Following the loss of the *Western Reserve* and the *Gilcher*, there was present on the faces of steel ship sail-



ors a look of worried uncertainty and their former jauntiness was less effervescent. There was a note of caution in the operation of the supposedly unsinkable big fellows that at times bordered on the humorous.

The remaining member of the trio of sister ships, the *Samuel Mitchell*, in common with many other lake ships, was lying in Sand Beach, a harbor of refuge on Lake Huron, "playing safe" in November, 1892. Two trips after the big storm. Little fellows running into the beach for shelter were no doubt given the horse laugh a year earlier by the *Mitchell* and ships of her class. On this day, however, it was a little 650 ton wooden steamer, that passed the buck to the big steel fellows.

It was daybreak of a gray November morning with the outlook auspicious for more "weather" when the engines of the steamer *C. H. S.* began thumping alongside the concrete abutments of the Sand Beach breakwater.

There was a general activity down the three-fourths mile stretch of concrete as the fleet shortened up lines preparatory to departure. Backing away from the mountain of concrete where, from her "nose on" position she had been sandwiched in like sardines in a can between other ships, Captain Bill Crosby, formerly of the tug *Champion*, rung up full speed ahead.

"Point her for the north gap," he remarked to the steersman, and as an enormous dead sea even without its curling crest crashed over the breakwater, he continued, "The worst is over, I think we can make Mackinaw before anything else blows up."

Passing through the gap, Captain Crosby took a parting shot at the *Samuel Mitchell*, still tied up to the breakwater.

"That fellow in there that sails that *Mitchell* has got a bad attack of buck

fever. You can't blame him though. The *Mitchell* may have the same defects that sent down the *Gilcher* and *Reserve*."

But a fireman poking his head out of the starboard engine-room gangway for a breath of air, saw the situation from another angle. He remarked to his coal passer, a grin on his dirty face: "I bet those firemen on the *Mitchell* in there will have their breakfast in bed."

"Yea" returned the coal passer, "We're on a work house."

— W. O. STUBIG.

## Lincoln as an Inventor

THAT MANIFOLD GENIUS, Abraham Lincoln, was an inventor. Thomas I. Starr, a Lincoln authority and treasurer of the Detroit Historical Society, has printed in the *Bulletin* of the Society an interesting article entitled *The Detroit River and Abraham Lincoln*. This tells the story of Lincoln returning home in 1848 from a speechmaking tour in New England and taking the steamer *Globe* from Buffalo. This ran aground while going down the Detroit River, an accident which seems to have suggested to Lincoln the importance of a device for lifting vessels over sand bars. He made a model, and applied for a patent. A sketch of the model is given in Mr. Starr's article.

What was not given is Lincoln's application for the patent. Examination of the patents of that day reveals the following:

No. 6469. Improved method of lifting Vessels over Shoals.

What I claim as my invention and desire to secure by letters patent, is the combination of expansible buoyant chambers, placed at the sides of a vessel, with the main shaft

or shafts C, by means of the sliding spars or shafts D, which pass down through the buoyant chambers, and are made fast to their bottoms and the series of ropes and pulleys, or their equivalents, in such a manner that by turning the main shaft or shafts in one direction, the buoyant chambers will be forced downwards into the water, and at the same time expanded and filled with air for buoying up the vessel by the displacement of water, and by turning the shaft in an opposite direction, the buoyant chambers

will be contracted into a small space, and secured against injury.

A. LINCOLN.

Patented May 22, 1849.

As every word of Lincoln's is precious, INLAND SEAS thinks it worth while to rescue the above application from the obscure limbo of the Patent Office.

## The Heroism of a Steamboat Engineer

During a Gale on Lake Erie, November 1938\*

AMONG THE PERILOUS scenes of the heavy gale on Lake Erie, in November, 1838, which caused such widespread disaster to the lake shipping, one has come to our knowledge, equalling in interest the most highly-wrought tale of fiction. In that fearful night the steamboat *Constitution*, of Buffalo, Captain Appleby, was out amidst the terrors of the gale. By the glimpses caught at intervals, when the fitful storm for a moment broke away, the anxious and watchful commander was made aware of the critical situation of his boat, which was rapidly drifting in toward a dangerous reef under the hurricane power of the gale, which blew almost directly across the lake. Escape would have been impossible. He went directly to the engineer, and ordered on "more steam." The reply of the engineer was, that there was already as much on as the boilers would safely bear.

Again the captain sought the deck to see if his laboring boat was making headway and again returned to the engine-room. He explained to the engineer their hazardous situation and told him that all hope was lost if no more headway could be gained. He left the engineer to act at his own discretion in the crisis. A moment of reflection and the decision was made. Life

or death hung on the issue. Certain destruction awaited the boat and her devoted crew in a few brief minutes, if she did not gain upon the storm. This might be averted if the boilers—already crowded to a fearful pressure—could yet bear a heavier strain; and that he determined to try. True, the awful horrors of an explosion were vividly before his eyes—the mangled limbs, the scorched and lifeless bodies, the death shrieks, and the groans of the hapless victims. The choice was a fearful one, yet it must be resorted to.

He coolly directed the heads of two barrels of oil to be broken in, and the furnaces were rapidly fed with wood dipped in the highly inflammable liquid. Two men, with ladles, dashed the oil into the flames. The intense heat, which these combustibles created, generated steam with the rapidity of lightning. Soon the resistless vapor forced up the safety-valve and issued forth with tremendous violence. Its sharp hiss was heard above the wild uproar of the waters and the storm. With a desperate and determined cour-

\* Extract from *The Tragedy of the Seas; or Sorrow on the Ocean, Lake, and River from Shipwreck, Plague, Fire, and Famine*, by Charles Ellms (New York, Israel Post, 1841), pp. 197-198. Reprinted by permission of Miss C. W. Evans, Librarian of the Mariners' Museum Library, Newport News, Virginia.

age, which equalled the most daring heroism that the pages of history have ever recorded, the engineer sat down upon the lever of the safety-valve in order to confine and raise the steam to the necessary power required to propel the boat against the drifting waves! In this awful situation, he calmly remained until the prodigious efforts of the engine had forced the *Constitution* sufficiently off shore to be beyond the threatened danger.

This intrepid act was not a rash and vainglorious attempt to gain the applause of a multitude by a foolhardy exposure of life in some racing excursion. It was not the deed of a drunken and reckless man, wickedly heedless of the safety of those lives were perilled. But it was the self-possessed and determined courage of one whose firmness is worthy of all admiration.

### *G.L.H.A. Meeting*

THE Great Lakes Harbors Association's annual meeting was held at the Commodore Perry Hotel, Toledo, on June 26-27, 1947, with Daniel W. Hoan, former mayor of Milwaukee, presiding.

Colonel D. O. Elliott of the United States corps of Engineers reported on the previous year's work of the Great Lakes division of his organization. Gilbert R. Johnson of Cleveland, general counsel of the Lake Carriers Association, spoke on "The Importance of an Unregulated Great Lakes Merchant Marine." The Chicago water diversion was discussed by the Association's general counsel, Herbert H. Naujoks of Chicago. "The Future of Maritime Industry" was the theme of Joseph K. Carson, Jr., of Washington, a member of the United States Maritime Commission. President Robert O. Hilty of the Toledo Port Commission described

"Toledo's Port Plans and Prospects." Commodore J. A. Hershfield of the 9th Coast Guard District at Cleveland outlined "Coast Guard Activities and Services in the Great Lakes Area."

The St. Lawrence Seaway received much attention. There were formal addresses by Walter A. Olen, president of the Four-Wheel Drive Auto Company, Clintonville, Wisconsin. Julius H. Barnes, president of the National St. Lawrence Association, and Charles McHenry of Cape Vincent, New York, representing the Northern New York Chamber of Commerce, besides some informal remarks by delegates to the convention.

### *Huronian House*

MIDLAND, ONTARIO, on Georgian Bay is the site of a newly established community museum, Huronia House. This is the creation of the Huronia Historic Sites Association. The museum displays Indian and pioneer relics, photographs, sketches and oil paintings, handmade furniture, and an exhibit of wild life. There is a remarkable collection of Great Lakes ship photographs.

The furtherance of such museums is a primary purpose of the Great Lakes Historical Society. INLAND SEAS salutes Huronia House, and wishes it a long and prosperous life.

### *G.L.H.S. Picture Committee*

THE PICTURE COMMITTEE reports progress in efforts to secure additional material for its files. The collection now located in the Cleveland Public Library numbers several hundred items. Members wishing to contribute pictures of interest should get in touch with the Chairman, L. A. Pomeroy, Jr., at 10600 Quincy Avenue, Cleveland 6, Ohio.



## Fort William, Ontario

**R**ICH IN HISTORIC background, Fort William began as an Ojibway Indian encampment on the Kaministiquia River. It was first visited by white men in 1655 when the French explorers Radisson and Groseilliers made it their headquarters while exploring Lake Superior. In 1678 Daniel Greyson Dieur de Dulhut erected a trading post and fortification on the site. It was later abandoned by the French when the Kaministiquia route to the west was supplanted by the Grand Portage route. It came into its own again, however, after the American Declaration of Independence.

In 1805 it was named Fort William in honor of the governor of the Northwest Trading Company. The village was occupied by the Hudson's Bay Company in 1821. It was in 1875 that work on the Canadian Pacific Railway was started here. The municipality was incorporated as a town in 1892 and became a city in 1907. Today this city ranks among the larger cities of Ontario. At the last census its population was 32,000 and it is known to have greatly increased since. It has an exceptional future.

Early in the industrial development of Canada, because of its geographical location at the western extremity of the world's greatest inland waterway, Fort William, with its sister City, Port Arthur, became the guardian of the Golden West, and its giant storehouses have been used to care for the huge crops until marketed. These Canadian Lake-head cities control the largest collection of granaries in the world — thirty in number—which will hold no less than one bushel of grain for every mile from the earth to the sun—ninety-two million, eight hundred and fifty-five

thousand imperial bushels, to be exact.

Within the last few years industrial princes from other parts have come and have secured large forest areas and built mills in the city to grind logs and make paper for our own use and that of our cousins to the south. These mills, when operating to full capacity, have the following daily output:

	<i>Tons Paper</i>
<i>Daily Output</i>	
Abitibi . . . . .	180
Great Lakes Paper Co. . .	390
Thunder Bay Paper Co. . .	275
Provincial Paper Co. . .	100
	<hr/>
Total tons per day . .	945

After a lapse of twenty years, Fort William again is taking its place in the lumber market of the world. This is the result of the building of a modern sawmill by the Great Lakes Lumber Company, with a production rating of thirty million feet of lumber per year.

An abundance of cheap electrical power has resulted in the establishment of many varied industries, one of the recent being the Aircraft Division of the Canadian Car and Foundry Co. Ltd., which is playing a big part in Canada's effort by the production of the Hawker-Hurricane and Curtiss Hell-diver fighting planes.

Fort William industries are motivated by hydro electric power generated at Kakabeka Falls on the Kaministiquia River by the Kam Power Company with sub-stations and headquarters in Fort William, and at Cameron Falls and Alexander Falls on the Nipigon River by the Hydro Power Commission of Ontario. Power at present available amounts to 155,000 horse power.

Chippewa Park, a modern summer resort located on the shore of Lake Superior in a natural forest, with three



miles of shoreline, is well known to the travelling public. Here are enclosures of birds and beast, splendid specimens of the wild life which existed when the Redman made this his rendezvous.

The district adjacent to Fort William is fast becoming known as the playground of central America and is a rendezvous for thousands of visiting tourists each year.

## *An Important Gift*

THE Great Lakes Historical Society has been honored by an unusual and important gift from Mr. George Waterbury of Springfield, Ohio. Mr. Waterbury was a marine engineer for many years on the lakes and is now writing his reminiscences, which are currently appearing in *INLAND SEAS*. His gift to GLHS was a framed placard on which he has mounted his original license, issued in 1879, together with a copy made by himself of his present license issued in 1947. The mount is decorated with cuts of ships on which Mr. Waterbury served, with information lettered in neatly. As he says, this is an unusual gift as "68 years is a long period to retain the first and last issues." Mr. Waterbury also gave three framed photographs of two wooden marine engine models. One of these he whittled out with a jack knife in 1882; the other in 1892 for the Columbian exposition in Chicago of 1893. Other of his engine models are in museums and in the possession of U. S. steamboat inspectors who use them in examination of students. "There is no sham work about these," says Mr. Waterbury, "and if they were of metal instead of wood they would operate with steam or air pressure." The five dollar award offered by Mr. L. A. Pomeroy, Chairman of the GLHS picture com-

mittee has been given to Mr. Waterbury for this valued contribution to the Society's picture collection because of the originality and rarity of the material.

## *Captain John Clarke*

CAPTAIN JOHN CLARKE,\* master of the steamer *General Gratiot*, operating from Desmond, now Port Huron, Michigan, to Detroit, Michigan and to Toledo, Ohio in the year 1836, came to live in Detroit in the year 1830.

He was descended from Captain John Clarke of Waterville, Maine, who settled in Boston in 1774 where he became a captain in the War of the Revolution. After the war he moved to Waterville and with his sons engaged in shipbuilding there. He built the *Titanic*, a seagoing vessel, so large that it was called "Clarke's Folly" by the townspeople who said that it could never be carried down the narrow Kennebec River to the sea; but when the spring freshets came, Captain Clarke lashed huge casks on either side of the vessel and so floated it safely down to the ocean.

The Captain John Clarke who came to Detroit in 1830, was born in Waterville, Maine, July 29, 1797. When he was sixteen years old, he went for a cruise on his uncle's oceangoing vessel. The boat was shipwrecked and he, with the crew, was picked up by another vessel and taken to London.

Some years after he returned home, he married Mary Sherbourne of Hallowell, Maine, and in the fall of 1830 came via the Erie Canal to Buffalo and from there by boat to Detroit, bringing

\*References to Captain John Clarke in Hatcher, *Lake Erie*; Landon, Fred. *Lake Huron*, Bobbs-Merrill, c 1944, pp. 163, 261.

his wife and children.

For a time, he conducted a dry goods store in that city, near the intersection of Woodward and Jefferson Avenues. Later he became a member of the State Legislature and United States Commissioner of Indian Lands under President Andrew Jackson. He was also United States Marshall and acted officially in that capacity near his home at Palmer, now St. Clair, Michigan, during an invasion from Canada in 1837. At that time he demanded and secured the arms, carried by the invaders, as well as their boat which he towed to Detroit behind the steamer *General Gratiot* and delivered to the United States officials there.

Captain Clarke was a delegate to the "Under the Oaks Convention" in Jackson, Michigan, July 6, 1854, which marked the birth of the Republican Party. He lived on his large farm on the Saint Clair River for many years, until his death in 1876 at the age of 79 years. He was a prominent Mason, and very active in state, county, and church work. His wife preceded him in death by six years. They had five children, three daughters and two sons.

—B. L. JENKS

## *The Great Lakes Frozen Across*

**D**O THE Great Lakes freeze entirely across? Airplane pilots flying from Ontonagon, Upper Michigan, to Isle Royal in Lake Superior have reported solid ice all the way and on to Canada but it is believed there is always some open water in eastern Lake Superior. Lake Michigan often freezes across in the north and where there are islands. Railroad car ferry captains have reported solid freezing as follows: Milwaukee and Muskegon, only once

in 25 years sailing — lasted one day. Ludington to Milwaukee, and Ludington to Manitowac, frozen entire distance during winter of 1920, continuing to the middle of April. Frankfort to Manistique, Menominee, Kewanee, and Manitowoc: In the winters of 1899, 1904, and 1917, the ferry routes were frozen over for some time.

There appears to be no information that Lake Huron has frozen across except at the foot of the lake. The narrow eastern one-third of Lake Erie freezes across, probably every winter and this is true around and to westward of the islands. There is not much information on the wide central portion, but commercial airplane pilots believe it occurs here occasionally. Lake Ontario was frozen entirely across during the winter of 1933-34. This was the first time on record that such a condition had been reported up to that time. A car ferry master reported the lake as being frozen solid from Cobourg to Rochester in February.

— CLARENCE J. ROOT

## *The Detroit Marine Historian*

**T**HE MARINE Historical Society of Detroit has issued two numbers of a mimeographed bulletin with the above name. This small sheet is packed with items of interest concerning the Society's activities and with news of ships and men in the Detroit area. The Reverend Edward J. Dowling, S. J. is both editor and publisher. The first annual cruise of this active group was taken in September on the *Manitoulin*.

Members of M. H. S. are loyal supporters of the Great Lakes Historical Society and have contributed many articles to its pages.

## The Great Lakes in Print

*An Index to magazine articles and notes on the Great Lakes which have appeared in current periodicals not exclusively devoted to the lakes.*

*American Mercury*, May, 1847. pp. 618-623. The St. Lawrence River Project, by Eugene Rachlis.

*The Geographical Review*, October, 1947, pp. 649-662. Manitoulin Island, by D. F. Putman.

*Harper's Magazine*, October, 1947, p. 314. Lake Superior Coast: Train Window [a poem], by Charles Bruce.

*Illinois State Historical Society Journal*, June, 1947, pp. 176-199. Red Stacks in the Sunset, by Edward J. Dowling.

*Michigan History*, June, 1947, pp. 174-191. Pioneers at Hulbert, by Richard C. Hulbert.

*Minnesota History*, March, 1947, pp. 1-14. A Winter in the St. Croix Valley, 1802-03, edited by Richard Bardon and Grace Lee Nute.

June, 1947, pp. 142-159. Second installment of above.

September, 1947, pp. 225-240. Third and final installment.

*Radio News*, February, 1947, pp. 35-38, 144-147. Radar on the Great Lakes, by Norman A. Schorr.

*Rotarian*, January, 1947, pp. 12-13, 51-53. Build the Great Lakes-St. Lawrence Seaway? Yes! says J. L. Dansereau. No! says Chester C. Thompson.

*Time*, June 16, 1947, p. 81. The Deadly Kiss. On the invasion of the Great Lakes by lampreys.

*Western Pennsylvania Historical Magazine*, September-December, 1946, pp. 85-138. The Bates Boys on the Western Waters, part II, by Mrs. Elvert M. Davis.

## This Month's Contributors

WALLACE J. BAKER, SR. is a Cleveland attorney and book collector.

GILBERT R. JOHNSON is General Counsel for the Lake Carriers Association.

THOMAS H. LANGLOIS is director of the Franz Theodore Stone Laboratory at Put-in-Bay, Ohio.

LIEUTENANT I. S. H. METCALF, a teacher at the Citadel in Charleston, South Carolina, was brought up on the lakes.

CLARENCE A. POWELL, of the Ford Motor Company at Dearborn, Michigan is a member of the Experiment Group, a national society of experimental poets and has had a wide publication of his work. *Casa Cox* was written expressly for four "fishing pals," James Cox, Dick DeTamble, Tommy Milton and George Shuman.

CLARENCE J. ROOT was Director of the Illinois Section, Climatological Service for 27 years and for the last 13 years in charge of the United States Weather Bureau at Detroit including Director Ice Reporting Service for the Great Lakes until his retirement two years ago.

W. O. STUBIG of Sandusky, Ohio frequently contributes to INLAND SEAS.

MENTOR L. WILLIAMS is assistant professor of English in the Illinois Institute of Technology. A previous article based on his studies of Horace Greeley on the Great Lakes appeared in INLAND SEAS for July 1947.

Among the book reviewers: N. L. is Nancy Lybarger of the History Division; M. V. R. is Marjorie V. Ramisch, librarian of Broadway Branch; R. H. W. and C. R. are Ruth Heiss Ward and Camille Rehor of the Technology Division. All are staff members of the Cleveland Public Library.



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## Book Reviews

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HURRICANE WARNING, Notable Storms involving Sailing Ships on our Sea Coasts and Great Lakes, by Frank Meier, Master Diver. New York, E. P. Dutton & Company, Inc., 1947. \$3.50.

From a master diver, author of books on under-sea salvage, we have a collection of stories of storms and rescues. He runs up the title—the fearful double red and black *Hurricane Warning*—and plunges into the telling of freezing gales and pounding surf with suddenness and shock.

The famous storms of the 1880's and 1890's, raging up and down the coast from Maine to Texas, from California to Washington, and lashing the shores of the Great Lakes are chronicled. These howling blizzards at the end of the last century wreaked havoc with the old sailing ships and left behind battered wreckage, lost cargo, lost lives and tragedy. They also bear legends of staunch loyalty, high courage and sacrifice.

The introductory stories come from New England's rugged coast, traditional scene of sea-faring anecdote, and highlight the memorable storm of 1898 and the foundering of the *Portland* with 200 aboard. The treacherous capes and shoals from New Jersey south to Hatteras, and the heavy weather of the Gulf play their part in trapping the luckless mariner. The dedication of the book is to one such, Captain Able Balanga and his gallant Life Guard crew who labored in vain and lost their lives attempting to rescue the seamen of the German ship *Elizabeth* off the coast of Virginia in 1887.

Just as thrilling are the epic storms and rescues on the Great Lakes, and Mr. Meier recounts them with as much drama, vigor and enthusiasm as he does the "big blows" on the oceans. He relates the "Plight of the *Green Bay*," the three-masted schooner who grounded near the South Haven Station on her way from Chicago to St. Joseph, Michigan, September, 1887. He pictures the saving of the crew of the *Hattie A. Estelle* by the Manistee Life Saving Station, as the old water-logged three-master struck before reaching harbor and was pounded to pieces by a heavy sea, November 17, 1891.

One of the most happy endings to a hard-won battle against the wild turmoil of surging waves was the curious Thanksgiving dinner that awaited the castaways of the *Mears* and the *Midnight*, two schooner barges cut adrift from their tow, the steamer *Wilhelm*, in a blinding snowstorm in 1889. The Surfmen of the Ottawa Life Saving Station endured the bone-cutting wind and toiled for hours through thick woods and heavy snow to come to their aid. The farmer's family who gave them their Thanksgiving dinner has given us a legend of warm, open hospitality.

Mr. Meier has substantiated the old sea narratives with research among the U. S. Coast Guard records and has included the details of the rescue work in his accounts. The Lyle gun played an important part in these early days and its use is

frequently mentioned. Good seamanship and good management on the part of the light house keepers become evident in the fare of the worst disasters.

Because all wrecks have the same elements of wind, water, tide and cold, the continual telling of such stories might automatically become monotonous. Mr. Meier, however, is so versatile in his choice of dramatic words that each ship's helpless straits and the rescue attempts become vibrant, alive and exciting. Good, clear photographs from the Coast Guard and the Weather Bureau accompany the text and provide additional interest.

— N. L.

GALLANT REBEL, the Fabulous Cruise of the C. S. S. *Shenandoah*, by Stanley F. Horn. New Brunswick, New Jersey, Rutgers University Press, 1947. \$2.75.

"Hopped-up history" is what one reviewer calls this entertaining and salty story of the Confederate raider *Shenandoah*. Purchased in England near the end of 1864 and smuggled past Federal cruisers, the *Shenandoah* played havoc with American whaling in the North Pacific. Being out almost at the end of the world in days before radio, the ship had no means of knowing that the Confederacy had surrendered and that the war was over. This news came to them when they were about to carry out a daring attempt to capture the practically unprotected city of San Francisco.

Then came the problem, "What next?" By all rules of international law, they were without a country and guilty of piracy. Any port, into which they might put, would be apt to turn them over to the United States authorities, in other words, the gallows. Captain James I. Waddell decided that the longest way round was the shortest way home, and that the *Shenandoah* would be safest if she attempted the long voyage across the Pacific and around the Cape of Good Hope to Liverpool, a journey of 17,000 miles. Despite disaffection among the crew, which at times approached mutiny, he carried out his plan and lived to enjoy twenty more years of success as a ship's master.

The story of the *Shenandoah* is good enough without the gilding of imaginary conversations that the author inserts on almost every page. It makes the reader wonder how much else is imaginary, too; but to conclude that the story is all invention would be an injustice. The *Shenandoah* did all that the author says it did, and whoever reads this account will be repaid.

— G. W. T.

CACHE LAKE COUNTRY: LIFE IN THE NORTH WOODS, by John J. Rowlands; illustrated by Henry B. Kane. New York, W. W. Norton & Co., Inc. \$3.50.

"On most maps Cache Lake is only a speck hidden among other blue patches big enough to have names, and unless you know where to look you will never find it." So says the author in his first chapter "Portage to Contentment." Between Snow Goose and Wabun Lakes, with the Manitoupeepeegee River pouring its white froth into one end, it held the best that the North had to give. Therefore "Cache Lake."

The book describes a year spent in his cabin there with two good friends near by, Chief Tibeash, Cree Indian guide and his mentor in woodcraft, and "Hauk," the artist.

The result is a delight to nature-lovers. Not only does Rowlands relate interesting experiences on and around the lake but he also includes a wealth of information on outdoor living. Food, shelter, travel by foot, canoe or snowshoe, hobbies

and crafts, are all included, with practical directions simple enough for the tender-foot. For the visual minded the artist includes sketches and charts to complement the directions.

In this book the illustrations are an integral part of the whole. Many of them are placed in the margins framing the prose. The effect is pleasing and their humor is a delight. In addition there are many full page illustrations in black and white as well as headpieces for each chapter.

*Cache Lake Country* has a three-way appeal: as a tale of life on a small North Woods lake; as a compendium of woodcraft information that compares favorably with the books of Horace Kephart and Dan Beard; and as a picture book of no little charm. A woodcraft index makes that material easily accessible.

— M. V. R.

**THIS GREAT AND WIDE SEA**, by Robert Ervin Coker. Chapel Hill, University of North Carolina press, 1947. \$5.00.

This is a carefully verified, documented, and illustrated work for the non-technical reader, by a University of North Carolina biologist whose previous research has been for the United States Bureau of Fisheries. Bordering on a comprehensive textbook, but serving as a capable simplification of the chief technical reference in oceanography (*The Oceans, Their Physics, Chemistry, and General Biology*, by H. U. Sverdrup, and others. New York, Prentice-Hall, 1942), Coker's narrative covers history and geography, chemistry and physics, and life in the sea. One derives a satisfaction in his thorough explanations of cause and effect; for example, of depth on pressure and animal reactions to it; or again, in the specific relationships of tides, waves, and seiches. Photographic plates enliven the text and emphasize the author's part in Peruvian government fisheries investigations.

The mighty drawing power of indomitable expanses of open water will make both these books of interest to the explorer and student of the Great Lakes even though few references are made to fresh water phenomena.

— R. H. W.

**YOUR NEW BOAT**, by *Yachting*, New York, Simon and Schuster, 1946. \$3.95.

The prospective boat buyer who is interested in getting afloat for recreation will find this compilation by the staff of *Yachting* a helpful guide to the selection of his first boat, either new or secondhand. The introductory text gives practical information on the costs involved in boat ownership and this is followed by a consideration of over 100 individual plans which have been designed by naval architects of known ability. Although a wide variety of sail boats, motor boats and auxiliaries is described, the range is at the same time limited to boats not over 40 feet in length and to those which can be built for less than \$15,000.

Typical facts about each boat include the names of the designer and the builder, dimensions, type of rig, sail area, type of power plant and estimated price. In addition to the economic considerations, the reader finds important information on the seaworthiness of each boat, together with a discussion of her suitability for racing and capacity for cruising. All factors are pointed out in order to help the new yachtman decide upon the proper boat for the area which he intends to explore, thereby making sailing an enjoyable experience, whether it be in coastal, gulf or inland waters.

— C. R.



## QUESTIONS AND ANSWERS

INLAND SEAS offers to publish questions from its readers about the Great Lakes and in turn asks them to send in answers to published queries.

(17) Information and picture wanted on the activities from 1865-1868 of the blockade runner *Let-her-be*, which became the *Chicora* on the Great Lakes.

—Captain F. E. Hamilton, Box 25, Kelley's Island, Ohio

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STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.,  
REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933.

Of INLAND SEAS published Quarterly  
at Cleveland, Ohio for October 1, 1947

State of Ohio  
County of Cuyahoga } ss.

Before me, a Notary Public \_\_\_\_\_ in and for the State and county aforesaid, personally appeared Donna L. Root, who, having been duly sworn according to law, deposes and says that she is the managing editor \_\_\_\_\_ of the INLAND SEAS and that the following is, to the best of her knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulation, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Great Lakes Historical Society, 325 Superior Avenue, Cleveland 14, Ohio.

Editor, Fred Landon, University of Western Ontario, London, Ontario.

Managing Editor, Donna L. Root, 325 Superior Avenue, Cleveland 14, Ohio

Business Managers, None

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

Great Lakes Historical Society 325 Superior Avenue, Cleveland 14, Ohio

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

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4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, if given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed through the mails or otherwise, to paid subscribers during the twelve months preceding the date shown above is

(This information is required from Daily, Weekly, Semi-weekly and Tri-weekly publications only.)

DONNA L. ROOT

Managing Editor

Sworn to and subscribed before me this 23rd day of September 1947.

[SEAL]

LEO P. JOHNSON

Notary Public

(My commission expires Nov. 9th 1948)



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